
**TRAFFIC
COMMISSION
REGULAR
MEETING**



**JULY 17, 2013
7:00 PM**

AGENDA

Ed Rowe - Chair

Donald Froelich – Vice Chair

Steven Beeuwsaert - Commissioner

Michael Caputo - Commissioner

Rick Frazier - 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 VALENCIA ELEMENTARY SCHOOL PARKING ALONG PASEO DE VALENCIA**

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

4.2 STOP SIGN ANALYSIS ON SUNBURST AVENUE AT LARGO DRIVE

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

5. INFORMATIONAL ITEMS**5.1 RADAR SPEED TRAILER****5.2 SHERIFF'S DEPARTMENT VERBAL REPORT****6. COMMISSIONER COMMENTS****7. ADJOURNMENT**

The next Regular Meeting of the Traffic Commission will be September 18, 2013, at 7:00 p.m., 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 12, 2013, at 5:00 p.m.



HUMZA JAVED
ASSOCIATE CIVIL ENGINEER

July 12, 2013
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 15, 2013**

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE:

Vice Chair Donald Froelich led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

Present: Donald Froelich, Vice Chair
Steven Beeuwsaert, Commissioner
Michael Caputo, Commissioner
Rick Frazier, Commissioner

Absent: Ed Rowe, Chair

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

1. PUBLIC COMMENTS

2. MINUTES

APPROVAL OF MINUTES

IT WAS MOVED BY COMMISSIONER MICHAEL CAPUTO, SECONDED BY COMMISSIONER STEVEN BEEUWSAERT, TO APPROVE THE MINUTES OF THE MAY 15, 2013, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, and Frazier, and Vice Chair Froelich

NOES:

ABSENT: Chair Rowe

3. PRESENTATIONS

None

4. ADMINISTRATIVE REPORTS

4.1 EVALUATION OF TRAFFIC SPEEDS ON EMPTY SADDLE DRIVE

Staff stated that a resident had expressed concerns about excessive traffic speeds on Empty Saddle Drive. As a result of this concern, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. perform a traffic analysis during the morning peak hours of 7:00 a.m. to 9:00 a.m. Results determined that the 85th percentile speed was 34.5 miles per hour in the eastbound direction and 33.7 miles per hour in the westbound direction. Based on the City's Residential Streets Management Policy, any speed in excess of 34 miles per hour is subject to review for additional traffic controls. Staff is recommending increased traffic enforcement and placement of the radar speed trailer along Empty Saddle Drive between Nellie Gail Road and Spotted Pony Lane in accordance with the City's incremental approach to resolving excessive traffic speeds on residential streets.

Ms. Nicole Cavaricci, a resident of Empty Saddle Drive, asked for clarification as to how the surveys were performed and the accuracy of the results, and suggested the use of visual signage to warn drivers to slow down.

Mr. Marcel Cavaricci, a resident of Empty Saddle Drive, stated his concerns regarding the excessive speed of traffic and the safety of pedestrians.

MOTION WAS MADE BY COMMISSIONER RICK FRAZIER, SECONDED BY COMMISSIONER STEVEN BEEUWSAERT, TO RECOMMEND TO THE CITY COUNCIL: (1) ADDITIONAL TRAFFIC ENFORCEMENT; (2) CONTINUED USE OF THE RADAR SPEED TRAILER ALONG EMPTY SADDLE DRIVE BETWEEN NELLIE GAIL ROAD AND SPOTTED PONY LANE; (3) NOTIFICATION TO RESIDENTS REGARDING TRAFFIC CONDITIONS ON EMPTY SADDLE DRIVE; AND (4) STAFF REVIEW WITH TRAFFIC COMMISSION IN SIX MONTHS.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, Frazier, and
Vice Chair Froelich

NOES:

ABSENT: Chair Rowe

4.2 ANALYSIS OF VEHICLE AND PEDESTRIAN INTERACTION AT THE SOUTHERLY CROSSWALK AT THE INTERSECTION OF PASEO DE VALENCIA AT CALLE DE LA PLATA

Staff stated that this issue is another review of the site, originally evaluated in May 2011, and provided an overview of the background and history of the City's previous evaluations and actions. Due to the increased occupancy rate at the San Sebastian Apartments, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc., perform an updated left-turn phasing warrant analysis and pedestrian evaluation at the signalized intersection of Paseo de Valencia at Calle de la Plata. Results of the analysis determined that based on accident history, traffic delay, traffic volumes, and roadway geometrics, the intersection did not meet the requirements for left-turn phasing as defined in the California Manual of Uniform Traffic Control Devices. Staff is recommending the installation of two pedestrian countdown timer heads on the south leg of Paseo de Valencia at Calle de la Plata to assist pedestrians in judging whether there is sufficient time to cross legally. The timer heads will also provide an additional visual to motorists alerting them of pedestrians in the crosswalk.

Ms. Katrina Rasmussen, Community Director at San Sebastian Apartments, thanked the Traffic Commission for their efforts, discussed her concerns regarding the safety of pedestrians, stated she is in favor of the pedestrian countdown timer heads, and inquired about the installation of a flashing light border crosswalk. Staff reported that per the California MUTCD, in-roadway pavement lighting is not to be used at signalized intersections.

Ms. Kathleen Costello, a resident of the San Sebastian Apartments, thanked the Traffic Commission for the opportunity, discussed her experiences using the crosswalk, and stated that her concern is motorists don't seem to notice when people are in the crosswalk.

Ms. Ruth Tipton, a resident of the San Sebastian Apartments, thanked the Traffic Commission for the opportunity and stated that she is also concerned about the pedestrians from the San Sebastian Community stepping into the crosswalk and motorists turning right onto Paseo de Valencia who are not paying attention to the pedestrian stepping of the curb. Ms. Tipton also inquired about the installation of a second crosswalk.

Ms. Laura Martinez, a resident of the San Sebastian Apartments, stated her concern is that the motorists turning left onto Paseo de Valencia from

the mall are looking at the cars coming out of the CVS shopping center and do not look for pedestrians in the crosswalk.

Mr. Harvey Dorn, a resident of San Sebastian Apartments, stated his concern regarding motorists coming from the mall travelling on Calle de la Plata to turn right onto Paseo de Valencia, they are stopped in the far right-turn lane where there is a very faint right arrow and many times the motorist will go straight. Mr. Dorn suggested the installation of a right-turn arrow.

The Commission engaged in a discussion with staff regarding the various issues presented by the residents.

MOTION WAS MADE BY COMMISSIONER CAPUTO, SECONDED BY COMMISSIONER FRAZIER, TO: (1) INSTALL TWO PEDESTRIAN COUNTDOWN TIMER HEADS; (2) REVIEW THE POSSIBILITY OF INSTALLING A FOURTH NORTH SIDE CROSSWALK; (3) REVIEW SIZE OF SIGNAGE FOR INCREASED VISIBILITY, AND (4) INCREASE TRAFFIC ENFORCEMENT.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, Frazier, and
Vice Chair Froelich
NOES:
ABSENT: Chair Rowe

4.3 EQUESTRIAN TRAIL CROSSING SAFETY ENHANCEMENTS

Staff stated that this item is an ongoing issue and briefly reviewed the background information and history of the City's actions including the formation of the staff directed Nellie Gail Ranch Equestrian Crossing Ad Hoc Committee (Committee). Staff stated that four in-house meetings and two field meetings were conducted to review and evaluate eight priority locations selected by the Committee throughout the Nellie Gail Ranch community. The locations were reviewed for site distance, roadway geometrics, accident history, speeding and volume. Staff presented a PowerPoint presentation and discussed: (1) equestrian trail crossing history; (2) sign package layout; (3) traffic engineering solutions; (4) selected locations; (5) traffic engineering tools; (6) estimated costs; (7) committee recommendations; and (8) staff analysis. Staff is recommending:

Location 1(Nellie Gail Road 500' south of Oso Parkway)

- Raised pavement markers
- Flashing LED signage
- Installation of Two "Ahead" signs
- Installation of left-turn striping

Location 2 (Nellie Gail Road at Gallup Circle)

- Multi-way stop sign controls
- Removal/replacement of signage/striping
- Sign Package installation on Gallup Circle

Location 3 (Nellie Gail Road at Oso Parkway)

- Two Pedestrian Countdown Timer Heads

Location 4 (Nellie Gail Road 200' north of Lost Colt Drive)

- Two Flashing LED signage
- Two "Ahead" signs

Location 5 (Knuckle corner of Greenfield Drive at Hidden Trail Road)

- Installation of Yield Lines

Location 6 (Hidden Trail Road 170' north of Stageline Drive)

- Addition and relocation of signage

Location 7 (Nellie Gail Road between Dapple Grey and Houston Trail)

- Installation of Yield Lines

Location 8 (Nottingham Court 200' south of Oso Parkway)

- Entire Sign Package has been installed

Mr. Sanjay Mathur, a resident of Hidden Trail Road, stated that he is in support of improving the trail conditions; however, he is opposed to the potential parking restrictions on Hidden Trail Road and additional signage. It is his opinion that the real problem is speeding and is concerned that restricting parking would only increase traffic speeds as the road will appear wider. Mr. Mathur is in favor of additional traffic enforcement.

Mr. Don Gaskey, a resident of Hidden Trail Road, read a letter to the Traffic Commission from his next door neighbor. In the letter, Mr. Leary states that he is completely against the plan for potentially restricting parking on Hidden Trail Road and suggests that the real solution to making the horse trail crossing substantially safer is to control the speed of traffic. Mr. Gaskey stated that he is also against the plan to potentially restrict parking on Hidden Trail Road.

Ms. Deborah Weinstein, a resident of Rangewood Road, stated that she agrees with the issue of speeding and does not believe signage will make a difference. Ms. Weinstein suggested the use of speed bumps or other

method to physically slow down the cars, and requested that red curbs be painted at that entrance and exit to trailheads in order to increase safety as cars regularly park at the trailheads and equestrians have to negotiate the sidewalks to get onto the trail.

Mr. Mike Peak, a resident of Nellie Gail Road, stated that he is in support of the staff recommendation as stated for the Nellie Gail Road at Gallup Circle equestrian trail crossing intersection. Mr. Peak believes that the new signage and three-way stop sign will reduce the traffic speed on Nellie Gail Road.

Mr. Jim Anderson, a resident of the Nellie Gail Ranch community and member of the Ad Hoc Committee, thanked Mr. Humza Javed for his time spent with the Ad Hoc Committee and stated that he appreciates what the Traffic Commission is doing on their behalf. He stated that the equestrian trail crossing located at Hidden Trail Road 170' north of Stageline Drive has been the most problematic and thanked the residents for coming forth and discussing their ideas. Mr. Anderson stated he would be in favor of installing speed bumps or a similar device to slow the speed of traffic, is sensitive to the parking issues for the residents of Hidden Trail Road, and agreed that driver behavior is unfortunately the big issue.

Mr. Tom Traylor, a resident of Hidden Trail Road, referenced a letter written by Mrs. Lisa Traylor and discussed their concerns regarding the potential parking restrictions recommended for Hidden Trail Road and stated that his family strongly opposes those restrictions. Mr. Traylor also stated that he is concerned that restricting parking may increase the speed of traffic as the perception would be that the street is wider.

The Commission engaged in a discussion with staff regarding the various issues and options available to address equestrian trail safety, traffic speeds, and parking restriction concerns including signage, flashing LED lights, speed humps, etc.

MOTION WAS MADE BY COMMISSIONER BEEUWSAERT, SECONDED BY COMMISSIONER FRAZIER, TO RECOMMEND TO CITY COUNCIL THE SAFETY ENHANCEMENTS RECOMMENDED BY STAFF WITH THE EXCEPTION OF THE NO PARKING RESTRICTIONS ON HIDDEN TRAIL DRIVE; AND INCREASE TRAFFIC ENFORCEMENT ON HIDDEN TRAIL ROAD.

The motion carried by the following vote:

AYES: Commissioners Beeuwsaert, Caputo, Frazier, and
Vice Chair Froelich

NOES:

ABSENT: Chair Rowe

5. INFORMATIONAL ITEMS

5.1 RADAR TRAILER SCHEDULE FOR JUNE/JULY

Staff briefly reviewed the use of the radar trailer and submitted the schedule for review by the Traffic Commission. Staff stated that, per request of Ms. Cavaricci (Item No. 4.1), Empty Saddle Drive will be added to the schedule.

5.2 SHERIFF'S DEPARTMENT VERBAL REPORT

Staff not available.

6. COMMISSIONER COMMENTS

Commissioner Caputo inquired about the services available through the Sheriff's Department i.e. staff available to enforce speed issues.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Vice Chair Froelich declared the meeting adjourned at 9:22 p.m. to the meeting of July 17, 2013.

Prepared by:

Approved by:

Humza Javed, P.E.
Associate Civil Engineer

Donald Froelich
Vice Chair

CITY OF LAGUNA HILLS
AGENDA REPORT
TRAFFIC ENGINEER DEPARTMENT

ISSUE: VALENCIA ELEMENTARY SCHOOL PARKING ALONG PASEO DE VALENCIA

SUMMARY:

The Principal of Valencia Elementary School contacted staff to request the addition of parking along the frontage of the school along Paseo de Valencia between the two parking lot driveways. Parking is currently restricted in this area due to limited sight distance. Also, in the past the school has not been in favor of allowing parking in this area due to potentially uncontrolled school-aged pedestrian movement through an active parking lot. Upon staff's review it was determined that up to three parking spaces may be permitted in the abovementioned area; however, allowing parking may trigger unwanted pedestrian activity through the parking lot and/or across an active two-lane driveway. Due to this reason, staff does not recommend any modification to the current parking restrictions.

BACKGROUND:

Mr. Jeremy Stonebarger, Principal of Valencia Elementary School, along with Mr. Kurken Alyanakian, a school parent, contacted staff to request the addition of parking along the Paseo de Valencia frontage of the school between the two parking lot driveways. The school faces a parking deficiency especially during drop-off and pick-up hours. Previously, the school had not been in favor of allowing parking in this zone due to potentially unwanted school-aged pedestrians (which are dropped off in front of the parking lot) wandering through the parking lot and/or across the driveways. Mr. Alyanakian suggested opening up this parking to only school staff so that school-aged pedestrians do not have to access this location.

Staff performed a sight distance evaluation to determine how visibility of the vehicles exiting the north school driveway will be affected by allowing vehicles to park in the red curb zone between the two driveways, please see attached Vicinity Map. The speed limit along Paseo de Valencia during school hours is 25 mph; however, a conservative design speed limit of 30 mph was used for this analysis. From the site evaluation, it was determined that parking cannot be allowed from the school north driveway along Paseo de Valencia for 200 feet southerly. This leaves about 60 feet of available parking area, which equals approximately three vehicles between the two school driveways. It is not recommended that parking be opened up for three additional parking spaces as it will not

only inadvertently encourage uncontrolled school aged pedestrian activity throughout an active parking lot and/or across a two-lane entry driveway as mentioned above, but will also potentially create delays of vehicles entering the parking lot.

As requested by Mr. Alyanakian, parking could potentially be allowed only for school staff members if a permit parking system were instituted; however, creating a permit parking system for three parking spaces is not recommended.

Mr. Stonebarger also requested extension of green time for the left-turn signal on Paseo de Valencia at La Paz Road from 2:00 p.m. to 3:00 p.m. to enhance traffic flow during school pick-up hours. Staff was able to increase timing from 24 seconds to 45 seconds. It is anticipated the increased timing will assist in better traffic flow at this location.

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

ATTACHMENTS:

- Vicinity Map



 NORTH
45m
100ft
Date: 07/10/13

VICINITY MAP



7/17/2013 ITEM NO. 4.1

CITY OF LAGUNA HILLS
AGENDA REPORT
TRAFFIC ENGINEER DEPARTMENT

ISSUE: STOP SIGN ANALYSIS ON SUNBURST AVENUE AT LARGO DRIVE

SUMMARY:

Staff received a request from a resident of the community for installation of a stop sign on Sunburst Avenue at Largo Drive. Staff performed an analysis based upon State Guidelines and determined that a stop sign is not justified at this intersection. It is recommended that the Traffic Commission receive and file this report.

BACKGROUND:

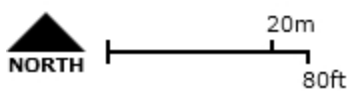
Sunburst Avenue at Largo Drive is a T-intersection located in the central part of the City. Sunburst Avenue is a collector street with no residential frontage approximately 125 feet in length. Largo Drive is a curvilinear residential roadway with primarily residential frontage. Sunburst Avenue runs north to south, and Largo Drive runs east to west. A three-way stop sign exists on Alisal Avenue at Linda Vista Drive which is approximately 1,700 feet east of this intersection. Please see the attached vicinity map.

Upon receiving a request from a resident of the community, staff performed a stop sign analysis at the subject intersection. In accordance with the California Manual of Uniform Traffic Control Devices (MUTCD) guidelines, staff reviewed collision history and roadway geometrics and observed traffic volumes and speed. The most recent three-year collision history revealed no collisions, there are no visibility constraints at the intersection, and the traffic volumes and speeds observed appear typical for a residential roadway of this character. Moreover, at the February 17, 1993 Traffic Commission meeting, staff reported on a similar evaluation at this intersection which did not justify installation of any traffic controls. No significant changes in traffic conditions have occurred since then that would trigger the installation of any other traffic controls. Please see attached report for further information.

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

ATTACHMENTS:

- Vicinity Map
- February 17, 1993 Item 5.1 report



Date: 07/10/13

VICINITY MAP



7/17/2013 ITEM NO. 4.2

**CITY OF LAGUNA HILLS
TRAFFIC COMMISSION
AGENDA REPORT
TRAFFIC ENGINEER'S OFFICE**

ISSUE: TRAFFIC CONTROL FOR THE INTERSECTIONS WITH LINDA VISTA DRIVE AT LARGO/CREEK DRIVES AND AT ALISAL AVENUE

SUMMARY

Staff has performed an evaluation of the traffic controls in the subdivision accessed via Sunburst Avenue and Alisal Avenue off of Paseo de Valencia between Alicia Parkway and La Paz Road as it specifically relates to an expressed concern of speeding on Linda Vista Drive and assignment of right of way at the intersection of Linda Vista Drive and Largo/Creek Drives. Staff's evaluation included the collection of traffic count data, speed data and accident history for these locations. Based upon this analysis and a field review, it is proposed that a three-way stop control be installed at Linda Vista Drive and Alisal Avenue and a single stop sign on Linda Vista Drive at the Creek/Largo Drives be installed.

BACKGROUND

Based upon a comment from Commissioner Koperek at a previous meeting and a resident expressed concern received during the City Hall Open House in December, staff undertook an evaluation of the speed of traffic on Linda Vista Drive and the necessity for assignment of right of way traffic controls at three intersections in that vicinity. As shown on the attached vicinity map, a residential subdivision on the southerly side of Paseo de Valencia exists between Alicia Parkway and La Paz Road and is accessed via Alisal Avenue and Sunburst Avenue. The Alisal Avenue access distributes traffic along Linda Vista Drive and then to the connecting residential streets and the Sunburst Avenue access connects to Largo Drive and adjacent residential streets. The entire subdivision is considered residential in nature and all streets fit the definition of a residential street.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION OF THE CITY OF LAGUNA HILLS RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF THREE WAY STOP SIGN CONTROL AT THE INTERSECTIONS OF LINDA VISTA DRIVE AND ALISAL AVENUE AND A SINGLE STOP SIGN CONTROL ON LINDA VISTA AT LARGO/CREEK DRIVES.

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7/17/2013 ITEM NO. 4.2

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Traffic Control at Intersections
with Linda Vista Drive at Largo/Creek Drives
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Staff performed an evaluation of speed on Linda Vista Drive at two different locations, collection of traffic count data at the intersections of Alisal and Linda Vista, Sunburst Avenue and Largo Drive, and Linda Vista Drive at Largo/Creek Drives, and a review of accident history in the area.

SPEED

The speed surveys indicated that the vehicle traffic on Linda Vista Drive is travelling at speeds typical of residential streets and there was not an indication of excessive speed on this street. Specifically, one speed survey indicated that the 85th percentile speed was 30.6 miles per hour with fully 91 % of the traffic travelling between 24 and 33 miles per hour. The second speed study resulted in an 85th percentile speed of 31.8 miles per hour with 91% of the traffic travelling between 25 and 34 miles per hour. It is concluded from this data collection that, while it is possible that an occasional unreasonable driver exceeds the appropriate speed for residential street, there is not a prevalent excessive speed issue on Linda Vista Drive.

COUNTS

The intersection counts were taken at three locations with the following results.

1. Alisal Avenue/Linda Vista Drive - 1,951 vehicles (January 4, 1993),
2,214 vehicles (October 5, 1992).
2. Sunburst Avenue at Largo Drive - 1,172 vehicles (January 4, 1993)
3. Linda Vista Drive at Largo/Creek Drives - 984 vehicles (January 4,
1993)

The traffic volumes at the Linda Vista Drive/Alisal Avenue intersection has reached a threshold of interest for further review of the site (2,000 vpd) while the other intersection counts were not significant.

ACCIDENTS

Accident history for the area was reviewed between September, 1989 and December, 1993. This review revealed that two broadside collisions had occurred at the intersection of Alisal Avenue and Linda Vista Drive in 1990, one traffic collision had occurred south of the intersection of Linda Vista Drive and Creek/Largo Drives (a runaway vehicle), and

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Agenda Report
Traffic Control at Intersections
with Linda Vista Drive at Largo/Creek Drives
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that two collisions had occurred at the intersection of Sunburst Drive and Largo Drive involving a moving vehicle colliding with a parked vehicle. The collisions described at the intersection of Linda Vista Drive and Alisal Avenue are of the type which are correctable by installation of stop sign controls.

FIELD

A field review was performed by staff to look at each of the intersections described. The intersection of Alisal Avenue and Linda Vista Drive is the main access to the subdivision which has the highest use and is a "T" intersection. A minor sight distance restriction exists at the northeast corner of the intersection. The intersection of Sunburst Avenue and Largo Drive did not present any unusual conditions at this "T" intersection. The intersection of Linda Vista Drive and Largo/Creek Drives is a skewed intersection with Linda Vista Drive entering the curving streets of Largo Drive and Creek Drive. Creek Drive in a northerly direction has a downhill grade on the approach to Linda Vista Drive. There is a sight distance restriction at the southeast corner of the intersection due to substantial landscaping.

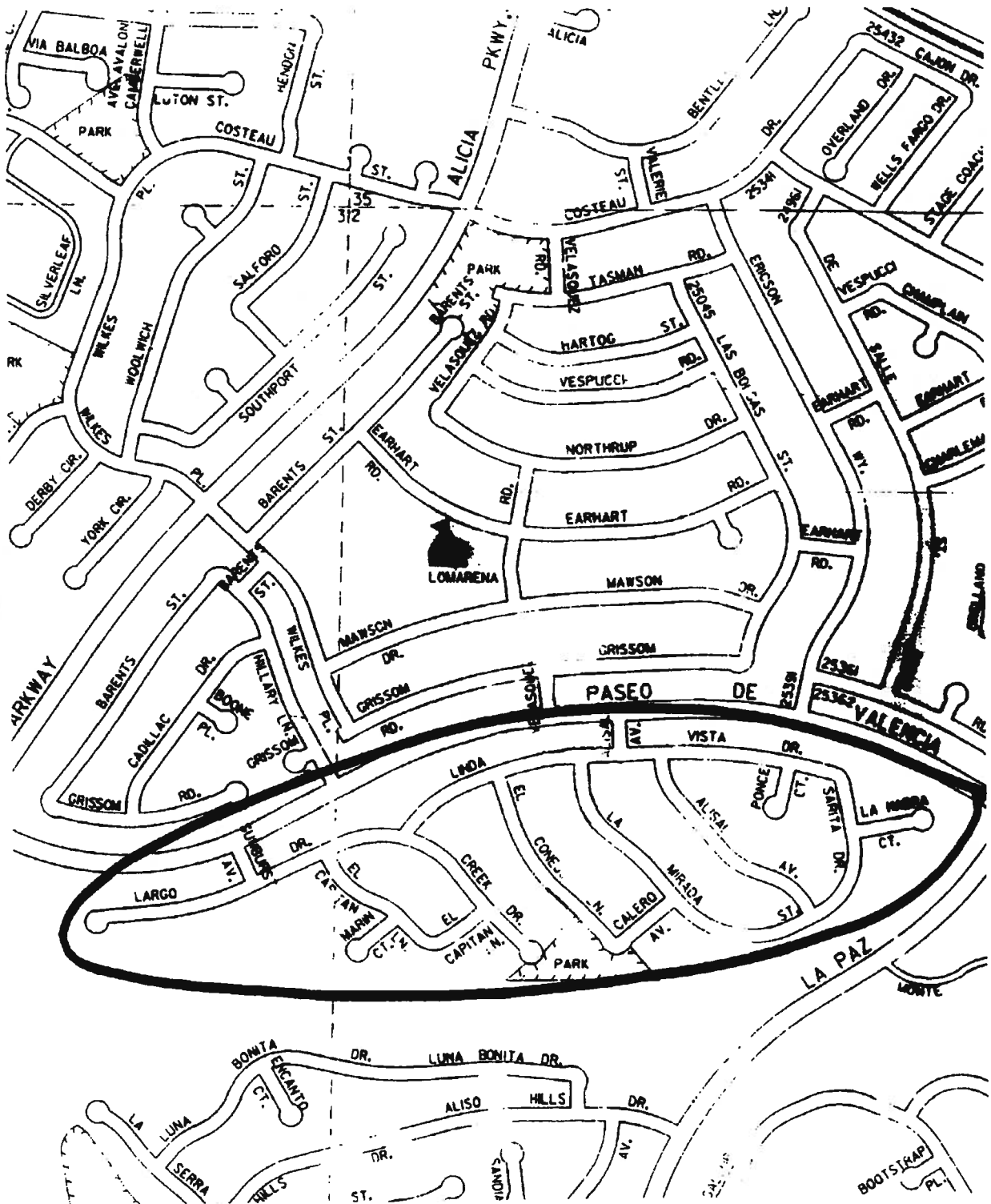
CONCLUSION

The volume of traffic, accident history, and sight distance restrictions at the intersection of Alisal Avenue and Linda Vista Drive supports a three way stop sign control. The sight distance restriction and intersection geometry support a stop sign on Linda Vista Drive at Creek/Largo Drives. Both of these proposed installations are as shown on the attached work order sketches.

FISCAL IMPACT

The establishment of the stop sign controls is estimated to cost \$750.00 and funds are available for this effort in the 1992-93 public works maintenance fiscal year budget.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION OF THE CITY OF LAGUNA HILLS RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF THREE WAY STOP SIGN CONTROL AT THE INTERSECTIONS OF LINDA VISTA DRIVE AND ALISAL AVENUE AND A SINGLE STOP SIGN CONTROL ON LINDA VISTA AT LARGO/CREEK DRIVES.



VICINITY MAP

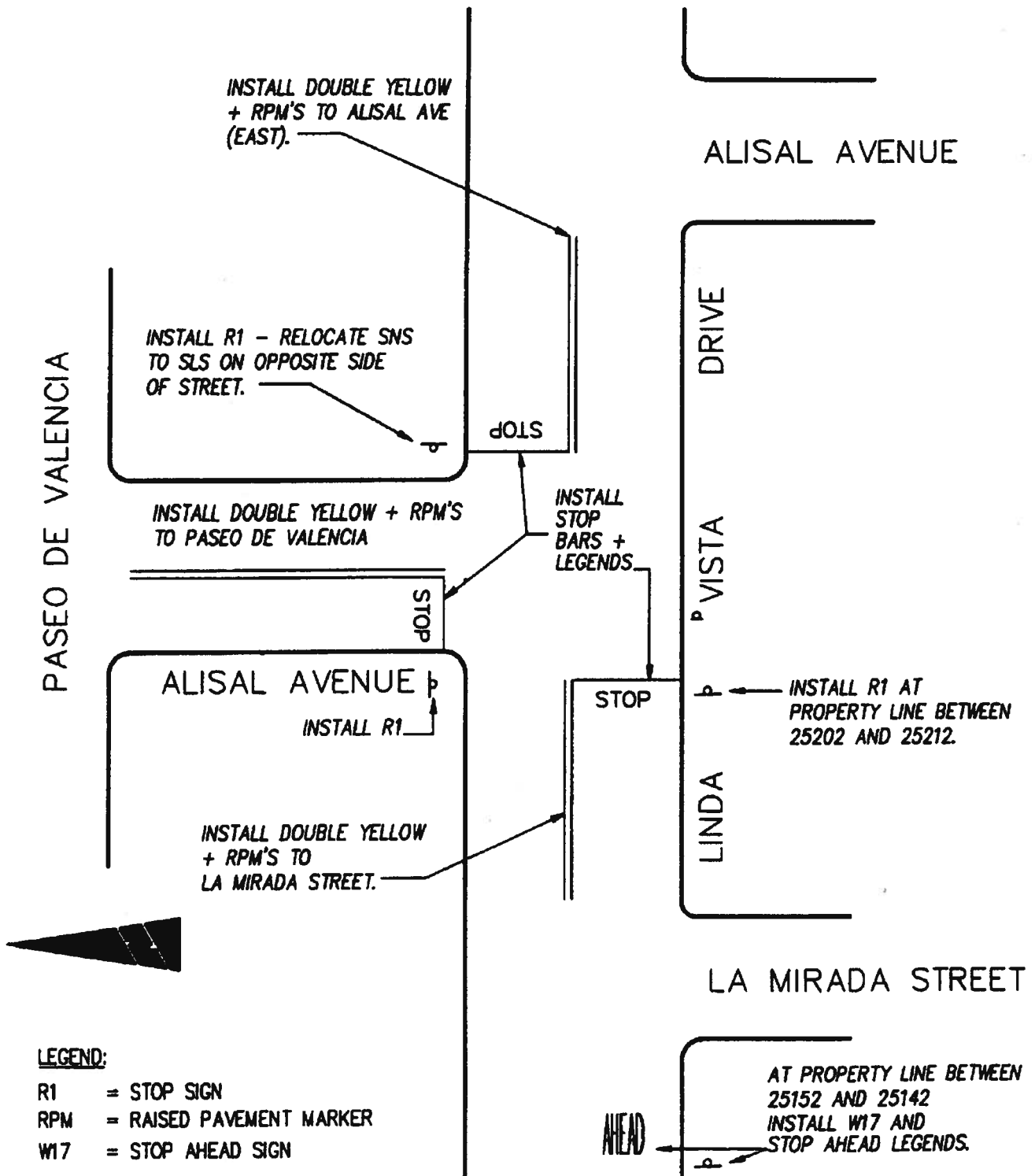
LINDA VISTA / ALISAL AREA



FEB 17 1993 ITEM 5.1

7/17/2013 ITEM NO. 4.2

CITY OF LAGUNA HILLS WORK ORDER SKETCH JANUARY 29, 1993



FILE: LHW00

CITY OF LAGUNA HILLS
WORK ORDER SKETCH
JANUARY 29, 1993

LARGO/CREEK DRIVE

INSTALL
STOP
BARS +
LEGENDS

STOP

INSTALL R1 + POST,
REMOVE EXISTING SNS

INSTALL 75' DOUBLE
YELLOW + RPM'S

LINDA VISTA DR

LEGEND:

R1 = STOP SIGN
RPM = RAISED PAVEMENT MARKER
SNS = STREET NAME SIGN
SLS = STREET LIGHT STANDARD

FEB 17 1993 ITEM 5 . 1

CITY OF LAGUNA HILLS

August 2013

RADAR TRAILER SCHEDULE

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

CITY OF LAGUNA HILLS

SEPTEMBER 2013

RADAR TRAILER SCHEDULE

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

Rainy Days Excluded

Radar Trailer Calendar 2013 Bi-weekly
7/10/2013