



CITY OF LAGUNA HILLS CITY COUNCIL/PLANNING AGENCY

REGULAR MEETING AGENDA Tuesday, June 9, 2020 – 7:00 PM (Closed Session at 6:00 PM when scheduled)

Janine Heft, Mayor

**Erica Pezold, Mayor Pro Tempore
Don Sedgwick, Council Member**

**Dore J. Gilbert, M.D., Council Member
Dave Wheeler, Council Member**

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

NOTICE REGARDING CORONAVIRUS (COVID-19): This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic. The live stream of the meeting may be viewed online at <http://lagunahillsca.igm2.com/Citizens/Default.aspx>. If you wish to attend the Council meeting in person, the City Council Chambers is located at 24035 El Toro Road, Laguna Hills, CA 92653. The public shall have the right to observe and offer public comment at this location. If you plan on attending, please follow the California Department of Health Guidelines by washing your hands often, refrain from handshakes and maintain social distance of six feet between individuals.

Submission of Public Comments: While you may attend this meeting in person, given the health risks associated with COVID-19, the City encourages those wishing to make public comments at the June 9, 2020, Council meeting, to please submit your comments by email to be read aloud at the meeting by the City Clerk. Email comments must be submitted to the City Clerk at publiccomments@lagunahillsCA.gov. All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Council meeting. Electronic comments on agenda items for the June 9, 2020, Council meeting may only be submitted via email and comments via text and social media (Facebook, Twitter, etc.) will not be accepted.

Reading of Public Comments: The City Clerk shall read all email comments, provided that the reading shall not exceed three (3) minutes, or such other times as the Council may provide, consistent with the time limit for speakers at a Council meeting. The email comments submitted shall become part of the record of the Council meeting.

CLOSED SESSION - CONVENING AT 6:00 PM

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.

ROLL CALL OF CITY COUNCIL MEMBERS**ANNOUNCEMENT OF CLOSED SESSION ITEM(S)**

The City Council will convene into Closed Session, in the City Council Conference Room, City Hall, Laguna Hills Civic Center, to consider the following matter(s):

A. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Pursuant to Government Code Section 54956.9

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) and paragraph (1) of subdivision (e) of Government Code Section 54956.9: (1 potential case).

PUBLIC COMMENT ON CLOSED SESSION ITEM(S)**ADJOURN TO CITY COUNCIL CONFERENCE ROOM****CONVENE INTO CLOSED SESSION**

The City Council will convene into Closed Session to consider the matter(s) listed above.

RECONVENE TO CITY COUNCIL CHAMBER**RECESS**



CITY OF LAGUNA HILLS CITY COUNCIL/PLANNING AGENCY

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Submission of Public Comments: While you may attend this meeting in person, given the health risks associated with COVID-19, the City encourages those wishing to make public comments at the June 9, 2020, Council meeting, to please submit your comments by email to be read aloud at the meeting by the City Clerk. Email comments must be submitted to the City Clerk at publiccomments@lagunahillsCA.gov. All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Council meeting. Electronic comments on agenda items for the June 9, 2020, Council meeting may only be submitted via email and comments via text and social media (Facebook, Twitter, etc.) will not be accepted.

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GENERAL BUSINESS - CONVENING AT 7:00 PM

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 CITY COUNCIL MEMBERS****CLOSED SESSION REPORT****1. PRESENTATIONS AND PROCLAMATIONS****2. PUBLIC COMMENTS**

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

3. CONSENT CALENDAR

All matters listed under “CONSENT CALENDAR” are considered to be routine and will be enacted by one motion approving the recommendation listed on the Agenda. There will be no separate discussion unless Members of the City Council or Staff request specific items be removed from the Consent Calendar.

3.1 Waive Reading in Full of all Ordinances and Resolutions on the Agenda

Recommendation: That the City Council waive reading in full of all ordinances and resolutions on the agenda and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

3.2 Approval of Minutes for May 26, 2020, Regular Meeting

Recommendation: That the City Council approve the Minutes for the May 26, 2020, Regular Meeting.

3.3 Ratification of June 9, 2020, Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from May 15, 2020, to May 28, 2020, in the amount of \$1,073,314.75.

3.4 City Wide Engineering and Traffic Survey for Speed Limits

Recommendation: That the City Council approve and adopt the Engineering and Traffic Survey for Speed Limits, April 2020.

3.5 Renewed Measure M (M2) Compliance Reporting to the Orange County Transportation Authority (OCTA)

Recommendation: That the City Council: (1) Approve the Measure M (M2) Compliance Submittal to OCTA including, but not limited, to the Seven-Year Capital Improvement Program; (2) Adopt the Pavement Management Plan; and (3) Adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, concerning the update of the Local Signal Synchronization Plan for the Measure M (M2) Program."

3.6 Approval of Amendment Five to "Cooperation Agreement Between the County of Orange and City of Laguna Hills" for the Purpose of Extending the City's Eligibility to Participate in the County of Orange Community Development Block Grant (CDBG) Program

Recommendation: That the City Council approve Amendment Five to the Cooperation Agreement between the County of Orange and the City of Laguna Hills and authorize the City Manager to sign the Amendment.

3.7 Fiscal Years 2020/2021 - 2024/2025 Trauma Intervention Program Agreement

Recommendation: That the City Council approve the proposed (5 year) Victim Support Services Agreement with Trauma Intervention Programs, Inc., for Fiscal Years 2020/2021 - 2024/2025 and authorize the City Manager to execute the Agreement.

3.8 A Proposed Resolution Authorizing an Application For, and Receipt Of, Local Government Planning Support Grant Program Funds from the Local Early Action Planning (LEAP) Program.

Recommendation: That the City Council adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, authorizing an application for, and receipt of, Local Government Planning Support Grant Program Funds."

3.9 2019 Laguna Hills Police Services Annual Report

Recommendation: That the City Council receive and file the 2019 Laguna Hills Police Services Annual Report.

3.10 City Council Review and Confirmation of the Necessity for Continuing the Local Emergency Related to the On-Going Threat of the Novel COVID-19 Virus, and Confirmation of the Director of Emergency Services/City Manager's Executive Order Related Thereto

Recommendation: That the City Council: 1) Review the necessity for continuing the local emergency declared in response to the Novel COVID-19 virus; and 2) Confirm the Director of Emergency Services/City Manager's executive order related thereto.

ITEMS REMOVED FROM THE CONSENT CALENDAR

4. PLANNING AGENCY

4.1. ROLL CALL OF PLANNING AGENCY MEMBERS

4.2. PUBLIC COMMENTS

This is the time to address the Planning Agency on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Planning Agency. 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.

4.3. APPROVAL OF MINUTES

4.3.1 Approval of Minutes for May 26, 2020, Regular Meeting

Recommendation: That the Planning Agency approve the Minutes for the May 26, 2020, Regular Meeting.

4.4. ADMINISTRATIVE REPORTS

4.4.1 Adoption of a Resolution Making Findings of General Plan Consistency for the Proposed Fiscal Year 2020/2021 Capital Improvement Program

Recommendation: That the Planning Agency adopt a Resolution entitled: "A Resolution of the Planning Agency of the City of Laguna Hills, California, finding that the proposed Fiscal Year 2020/2021 Capital Improvement Program conforms with the General Plan of the City of Laguna Hills pursuant to California Government Code Section 65401."

4.5. PLANNING AGENCY PUBLIC HEARINGS

PLANNING AGENCY ADJOURNMENT**5. CITY COUNCIL PUBLIC HEARINGS****6. ADMINISTRATIVE REPORTS****6.1. City Manager****6.1.1 Fourth of July Fireworks Contract**

Recommendation: That the City Council receive and file this report.

7. MATTERS AGENDIZED AND PRESENTED BY CITY COUNCIL MEMBERS**8. CITY COUNCIL MEMBER COMMENTS****ADJOURNMENT**

The next Regular Meeting of the City Council/Planning Agency will be June 23, 2020, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, Melissa Au-Yeung, City Clerk 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 June 5, 2020, at 5:00 pm.



City Clerk

June 5, 2020

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 (949) 707-2635. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 24035 El Toro Road, Laguna Hills, California, during normal business hours.

City Council Members receive no additional compensation or stipend as a result of simultaneously convening meetings of the Laguna Hills Planning Agency.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Mayor and Council Members
FROM: Melissa Au-Yeung
Deputy City Manager
ISSUE: Approval of Minutes for May 26, 2020, Regular Meeting

RECOMMENDATION: That the City Council approve the Minutes for the May 26, 2020, Regular Meeting.

ATTACHMENTS:

- 200526 CC Minutes

**CITY OF LAGUNA HILLS
CITY COUNCIL/PLANNING AGENCY**

**REGULAR MEETING
MINUTES
Tuesday, May 26, 2020**

GENERAL BUSINESS - CONVENING AT 7:00 PM

CALL TO ORDER

The meeting was called to order at 7:01 p.m. by Mayor Heft.

PLEDGE OF ALLEGIANCE: MAYOR PRO TEMPORE PEZOLD

ROLL CALL OF CITY COUNCIL MEMBERS

Attendee Name	Title	Status	Arrived
Janine Heft	Mayor	Present	
Erica Pezold	Mayor Pro Tempore	Present	
Dore J. Gilbert, M.D.	Council Member	Remote	
Don Sedgwick	Council Member	Present	
Dave Wheeler	Council Member	Remote	

1. PRESENTATIONS AND PROCLAMATIONS

There were no presentations or proclamations.

2. PUBLIC COMMENTS

The following public comments were received via email and read into the record by Deputy City Manager/City Clerk Au-Yeung:

Marie S. expressed concerns with the Transportation Corridor Agency.

Michelle Schumacher expressed concerns with the Transportation Corridor Agency.

No Toll Road 2020 expressed concerns with the Transportation Corridor Agency.

3. CONSENT CALENDAR

Motion to approve the Consent Calendar with Council Member Wheeler removing Item No. 3.4 and Mayor Heft removing Item No. 3.7.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dave Wheeler, Council Member
SECONDER:	Don Sedgwick, Council Member
AYES:	Janine Heft, Mayor; Erica Pezold, Mayor Pro Tempore; Dore J. Gilbert, M.D., Council Member; Don Sedgwick, Council Member; Dave Wheeler, Council Member

3.1 Waive Reading in Full of all Ordinances and Resolutions on the Agenda

Recommendation: That the City Council waive reading in full of all ordinances and resolutions on the agenda and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

3.2 Approval of Minutes for May 12, 2020, Regular Meeting

Recommendation: That the City Council approve the Minutes for the May 12, 2020, Regular Meeting.

3.3 Ratification of May 26, 2020, Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from May 1, 2020, to May 14, 2020, in the amount of \$371,246.51.

3.5 Progress Payment No. 2, Final, for Water Quality Improvement Catch Basin Debris Gate Project, CIP No. 412H

Recommendation: That the City Council approve Progress Payment No. 2, Final, in the net amount of \$84,276.40, to G2 Construction, Inc., for Water Quality Improvement Catch Basin Debris Gate Project, CIP No. 412H, and authorize the filing of the Notice of Completion and subsequent release of retention in 35 days, if no liens have been filed.

3.6 Assignment and Assumption Agreement for Traffic Signal Maintenance

Recommendation: That the City Council approve and ratify the City Manager's execution of the Assignment and Assumption Agreement relating to the 2014 Traffic Signal Maintenance Services Agreement between the City of Laguna Hills and Computer Service Company for city-wide traffic signal maintenance services.

ITEMS REMOVED FROM THE CONSENT CALENDAR**3.4 City Council Review and Confirmation of the Necessity for Continuing the Local Emergency Related to the On-Going Threat of the Novel COVID-19 Virus, and Confirmation of the Director of Emergency Services/City Manager's Executive Orders Related Thereto**

Council Member Wheeler removed Item No. 3.4 from the Consent Calendar to request additional information.

Recommendation: That the City Council: 1) Review the necessity for continuing the local emergency declared in response to the Novel COVID-19 virus; and 2) Confirm the Director of Emergency Services/City Manager's executive orders related thereto.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dore J. Gilbert, M.D., Council Member
SECONDER:	Erica Pezold, Mayor Pro Tempore
AYES:	Janine Heft, Mayor; Erica Pezold, Mayor Pro Tempore; Dore J. Gilbert, M.D., Council Member; Don Sedgwick, Council Member; Dave Wheeler, Council Member

3.7 Approval of Fiscal Year 2020/2021 Law Enforcement Services Agreement with the County of Orange

Mayor Heft removed Item No. 3.7 from the Consent Calendar to request additional information.

Recommendation: That the City Council approve the Fiscal Year 2020/2021 Law Enforcement Services Agreement between the County of Orange and the City of Laguna Hills and authorize the Mayor to execute the Agreement.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Janine Heft, Mayor
SECONDER:	Erica Pezold, Mayor Pro Tempore
AYES:	Janine Heft, Mayor; Erica Pezold, Mayor Pro Tempore; Dore J. Gilbert, M.D., Council Member; Don Sedgwick, Council Member; Dave Wheeler, Council Member

4. PLANNING AGENCY

Mayor Heft recessed the City Council Meeting, and acting in capacity as Chair, called the Regular Meeting of the Planning Agency of the City of Laguna Hills, California, to order at 7:24 p.m.

4.1. ROLL CALL OF PLANNING AGENCY MEMBERS

Attendee Name	Title	Status	Arrived
Janine Heft	Chair	Present	
Erica Pezold	Vice Chair	Present	
Dore J. Gilbert, M.D.	Agency Member	Remote	
Don Sedgwick	Agency Member	Present	
Dave Wheeler	Agency Member	Remote	

4.2. PUBLIC COMMENTS

There were no Planning Agency public comments

4.3. APPROVAL OF MINUTES**4.3.1 Approval of Minutes for May 12, 2020, Regular Meeting**

Recommendation: That the Planning Agency approve the Minutes for the May 12, 2020, Regular Meeting.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Don Sedgwick, Agency Member
SECONDER:	Erica Pezold, Vice Chair
AYES:	Janine Heft, Chair; Erica Pezold, Vice Chair; Dore J. Gilbert, M.D., Agency Member; Don Sedgwick, Agency Member; Dave Wheeler, Agency Member

4.4. ADMINISTRATIVE REPORTS

There were no Planning Agency administrative reports.

4.5. PLANNING AGENCY PUBLIC HEARINGS

There were no Planning Agency public hearings.

PLANNING AGENCY ADJOURNMENT

Mayor Heft reconvened the City Council Meeting at 7:25 p.m. Mayor Heft, Mayor Pro Tempore Pezold, and Council Member Sedgwick were present. Council Member Gilbert, and Council Member Wheeler were present via teleconference.

5. CITY COUNCIL PUBLIC HEARINGS

There were no City Council public hearings.

6. ADMINISTRATIVE REPORTS**6.1. City Manager**

The City Manager gave no administrative reports.

6.2. Deputy City Manager/Community Services Director**6.2.1 2020 Fourth of July Event**

Deputy City Manager/Community Services Director Reynolds reviewed the information provided in the staff report and responded to council requests for additional information.

Recommendation: That the City Council cancel the 2020 4th of July event and firework show and not execute an agreement with Fireworks America for a fireworks display.

A motion was made to approve the Agreement with Fireworks America and authorize the City Manager to execute the Agreement by Mayor Heft and no second was made. As a result, no action was taken on this motion.

A motion was made to move staff's recommendation by Council Member Gilbert, seconded by Mayor Pro Tempore Pezold.

RESULT:	NO ACTION TAKEN [2 TO 2]
MOVER:	Dore J. Gilbert, M.D., Council Member
SECONDER:	Erica Pezold, Mayor Pro Tempore
AYES:	Erica Pezold, Mayor Pro Tempore; Dore J. Gilbert, M.D., Council Member
NAYS:	Janine Heft, Mayor; Don Sedgwick, Council Member
ABSTAIN:	Dave Wheeler, Council Member

7. MATTERS AGENDIZED AND PRESENTED BY CITY COUNCIL MEMBERS**7.1. Mayor Pro Tempore Pezold****7.1.1 Establishing Local Campaign Contribution Limits for Elective City Office**

Mayor Pro Tempore Pezold reviewed the information provided in the staff report, provided a PowerPoint presentation, and responded to council requests for additional information.

Council Member Gilbert was inadvertently disconnected and rejoined the meeting at 8:05 p.m.

Recommendation: Mayor Pro Tempore Pezold recommends that the City Council: (1) Direct the City Clerk and the City Attorney to research the issue of local campaign contribution limits and to prepare a report providing the City Council with more information regarding the law, options, and recommendations for establishing a local campaign contribution limit ordinance; or, in the alternative, (2) Direct the City Attorney to instead prepare a proposed campaign contribution ordinance for City Council consideration by adapting a sample Ordinance for use in Laguna Hills.

Motion to support Mayor Pro Tempore Pezold's Option 2 with a \$1,000 limit and to include the definition of "person" as prescribed by Government Code Section 82047 by Council Member Gilbert, seconded by Mayor Pro Tempore Pezold.

RESULT:	APPROVED [4 TO 1]
MOVER:	Dore J. Gilbert, M.D., Council Member
SECONDER:	Erica Pezold, Mayor Pro Tempore
AYES:	Erica Pezold, Mayor Pro Tempore; Dore J. Gilbert, M.D., Council Member; Don Sedgwick, Council Member; Dave Wheeler, Council Member
NAYS:	Janine Heft, Mayor

7.1.2 Establishing Interim Procedures to Allow for the Operation of Certain Outdoor Business Activities

Recommendation: Mayor Pro Tempore Pezold recommends consideration of City Council direction to the City Manager, requesting the issuance of Executive Orders pursuant to Laguna Hills Municipal Code Chapter 2-32 (Disaster Relief System) and Proclamation No. 20-03-18-01, establishing interim procedures to allow for the operation of certain outdoor businesses activities, and to temporarily suspend enforcement of certain

provisions of the Laguna Hills Municipal Code - Title 9 (Zoning and Subdivisions) related thereto.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Don Sedgwick, Council Member
SECONDER:	Erica Pezold, Mayor Pro Tempore
AYES:	Janine Heft, Mayor; Erica Pezold, Mayor Pro Tempore; Dore J. Gilbert, M.D., Council Member; Don Sedgwick, Council Member; Dave Wheeler, Council Member

8. CITY COUNCIL MEMBER COMMENTS

Council Member Wheeler

Council Member Wheeler indicated that he would like to receive a report on the Laguna Hills Inn and no second was made.

Council Member Sedgwick

Council Member Sedgwick provided some thoughts regarding Memorial Day.

Mayor Heft

Mayor Heft shared her thoughts on the Memorial Day display at Gallup Park honoring the 3/5 Darkhorse Marine Battalion.

Mayor Heft reported on the Board of Supervisors meeting she attended earlier that day.

ADJOURNMENT

There being no further business before the City Council at this session, Mayor Heft declared the meeting adjourned at 8:54 p.m.

Melissa Au-Yeung, City Clerk

ATTEST:

Janine Heft, Mayor

Approved at meeting of June 9, 2020



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Mayor and Council Members
FROM: Janice Reyes
Finance Director
ISSUE: Ratification of June 9, 2020, Warrant Register

RECOMMENDATION: That the City Council ratify the accompanying Warrant Register for the period from May 15, 2020, to May 28, 2020, in the amount of \$1,073,314.75.

SUMMARY:

The City issues accounts payable disbursements on a regular basis and presents it to City Council for ratification at its next regularly scheduled City Council Meeting. The attached Warrant Register containing checks and electronic funds transfers for the period from May 15, 2020, to May 28, 2020, is being presented for ratification by the City Council. Payments have been reviewed and approved by the appropriate departmental staff. The Director of Finance certifies to the accuracy of the attached register and to the availability of monies for payment thereof.

ATTACHMENTS:

- Warrant Register - June 9, 2020
- Warrant Register, Payables Detail Report - June 9, 2020



City of Laguna Hills, CA

Warrant Register - June 9, 2020

By Check Number

Date Range: 05/15/2020 - 05/28/2020

Check Number	Vendor Number	Vendor Name	Payment Date	Payment Amount
Payment Type: Regular				
8817938	Z-CS-0307	ABRIEGO, ASUNCION	05/21/2020	500.00
8817939	Z-CS-0306	ANSARI, MOBIN	05/21/2020	500.00
8817940	Z-CS-0320	BANG, JI YON	05/21/2020	70.00
8817941	Z-CS-0321	BENDER, JEAN	05/21/2020	35.00
8817942	Z-CS-0322	BOTTOMLEY, SARAH	05/21/2020	25.00
8817943	Z-CS-0308	CARILLO, FRANCISCO	05/21/2020	500.00
8817944	C-0324	CITY OF MISSION VIEJO	05/21/2020	52,026.75
8817945	C-1176	COMPUTER SERVICE CO.	05/21/2020	45,826.01
8817946	Z-CS-0323	CORNELIUS, ERWIN	05/21/2020	35.00
8817947	Z-CS-0324	COUCH, LAURIE	05/21/2020	70.00
8817948	Z-CD-0257	COVER RIGHT ROOFING INC	05/21/2020	135.00
8817949	Z-CS-0325	DUARTE, DIANE	05/21/2020	105.00
8817950	Z-CS-0309	EL-YACOUBI, HASSANAH	05/21/2020	500.00
8817951	F-0604	FEDERAL EXPRESS CORPORATION	05/21/2020	93.91
8817952	Z-CS-0339	FOUNDATIONS DANCE STUDIO	05/21/2020	137.50
8817953	Z-CS-0310	GARCIA, MARIBEL	05/21/2020	500.00
8817954	H-0829	HARTZOG & CRABILL, INC.	05/21/2020	11,786.02
8817955	H-0960	HR GREEN PACIFIC, INC.	05/21/2020	7,895.89
8817956	Z-CS-0231	JENSEN, TERRI	05/21/2020	70.00
8817957	Z-CD-0147	JIM MURRAY ROOFING INC.	05/21/2020	870.00
8817958	Z-CS-0326	JONES, KELSEY	05/21/2020	35.00
8817959	Z-CS-0327	KELLY, DON	05/21/2020	30.00
8817960	Z-CS-0328	LABUZETTA, GARY	05/21/2020	55.00
8817961	Z-CS-0329	MACIEL, DEMURE	05/21/2020	25.00
8817962	Z-CS-0311	MEIJA, RICARDO	05/21/2020	500.00
8817963	M-1600	MERCY HOUSE LIVING CENTERS, INC.	05/21/2020	4,874.55
8817964	Z-CS-0312	MERINO, MARTHA	05/21/2020	500.00
8817965	Z-CS-0330	NGUYEN, AMANDA	05/21/2020	25.00
8817966	Z-CS-0331	NGUYEN, JAN	05/21/2020	25.00
8817967	Z-CD-0256	NORLAND, RANDY	05/21/2020	960.00
8817968	O-1575	ORANGE COUNTY REGISTER-FREEDOM CA. NEWSPAPER PARTNERSHIP	05/21/2020	374.00
8817969	Z-CS-0020	PACIFIC SUN LEAGUE, INC.	05/21/2020	500.00
8817970	Z-CS-0313	PASILLAS, VERONICA	05/21/2020	500.00
8817971	Z-CS-0314	PHAM, CATHERINE	05/21/2020	250.00
8817972	P-1834	PLACEWORKS, INC.	05/21/2020	16,207.80
8817973	Z-CS-0332	QUAM, SUE	05/21/2020	35.00
8817974	R-1976	REAL ESTATE CONSULTING & SERVICES, INC.	05/21/2020	461.68
8817975	R-1979	RICHARDSON OBER DENICHILO LLP	05/21/2020	80,437.18
8817976	R-1977	RJ ELECTRIC	05/21/2020	184.00
8817977	Z-CS-0038	ROBIN HOOD MONTESSORI INC.	05/21/2020	500.00
8817978	R-1967	RUSSELL, RICHARD WYATT	05/21/2020	1,104.00
8817979	Z-CS-0233	SABINA, ANNE	05/21/2020	35.00
8817980	S-1902	SAN DIEGO GAS & ELECTRIC	05/21/2020	23,544.11
8817981	Z-CS-0124	SANCHEZ, MARIA	05/21/2020	250.00
8817982	Z-CS-0118	SARRAF, NILOU	05/21/2020	250.00
8817983	Z-CS-0333	SAYLOR, DIANNE	05/21/2020	60.00
8817984	Z-CS-0340	SILVERADO HIGH SCHOOL BOOSTER CLUB	05/21/2020	500.00
8817985	Z-CD-0175	SIMCIK, JASON	05/21/2020	100.00
8817986	S-1904	SOUTHERN CALIFORNIA EDISON	05/21/2020	17,462.90
8817987	Z-CS-0315	SPENCER, CASSIE	05/21/2020	250.00
8817988	Z-CS-0334	STERN, LEE	05/21/2020	60.00

Attachment: Warrant Register - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Warrant Register - June 9, 2020

Check Number	Vendor Number	Vendor Name
8817989	Z-CS-0316	SWANSON, NANCY
8817990	Z-CS-0335	SWEET, LESLIE
8817991	Z-CS-0336	TAILOR, KANCHAN
8817992	Z-CS-0317	TAILOR, MUNIR
8817993	Z-CS-0318	TINDUGAN, JEAN
8817994	T-2605	TUTTLE CLICK FORD
8817995	Z-CS-0080	UNDERGROUND DANCE COMPANY
8817996	Z-CS-0337	VALANCE, MARGO
8817997	W-2337	WEST COAST ARBORISTS, INC.
8817998	W-2389	WOLFE ENGINEERING & DESIGN
8817999	Z-CS-0039	WORCESTER, PAM
8818000	Z-CS-0319	ZAMARRIPA, JOSE
8818001	Z-CS-0338	ZHAO, DOUGLAS
8818002	J-1082	JONES DAY
8818003	A-0304	AU-YEUNG, MELISSA
8818004	A-0365	AT&T - CALNET 3
8818005	C-1177	CANON FINANCIAL SERVICES, INC.
8818006	C-1022	CDW GOVERNMENT, INC.
8818007	C-1139	COMPLETE OFFICE OF CALIFORNIA
8818008	C-0023	COX COMMUNICATION
8818009	Z-CD-0258	DENHAM, JERRY
8818010	Z-CD-0147	JIM MURRAY ROOFING INC.
8818011	Z-CS-0341	NEW VISTA SCHOOL
8818012	O-1500	ORANGE COUNTY REGISTER
8818013	P-1834	PLACEWORKS, INC.
8818014	S-2250	SPARKLETTS
8818015	R-1801	WOODRUFF, SPRADLIN & SMART

Date Range: 05/15/2020 - 05/28/2020

Payment Date	Payment Amount
05/21/2020	500.00
05/21/2020	35.00
05/21/2020	30.00
05/21/2020	500.00
05/21/2020	500.00
05/21/2020	182.92
05/21/2020	500.00
05/21/2020	60.00
05/21/2020	11,722.15
05/21/2020	11,560.00
05/21/2020	250.00
05/21/2020	500.00
05/21/2020	50.00
05/22/2020	7,742.63
05/28/2020	866.99
05/28/2020	216.59
05/28/2020	1,483.36
05/28/2020	1,139.56
05/28/2020	439.97
05/28/2020	1,348.62
05/28/2020	963.90
05/28/2020	1,260.00
05/28/2020	500.00
05/28/2020	535.83
05/28/2020	2,026.04
05/28/2020	108.79
05/28/2020	53,906.30
Total Regular:	370,704.95

Attachment: Warrant Register - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Warrant Register - June 9, 2020

Date Range: 05/15/2020 - 05/28/2020

Check Number	Vendor Number	Vendor Name	Payment Date	Payment Amount
Payment Type: Bank Draft				
DFT0001221	C-1007	OCSD LAW ENFORCEMENT CONTRACT, OC TREASURER-TAX COLLECTOR	05/22/2020	699,790.37
DFT0001222	B-0276	BANK OF AMERICA VISA CARD	05/15/2020	2,466.43
DFT0001223	B-0276	BANK OF AMERICA VISA CARD	05/15/2020	353.00
Total Bank Draft:				702,609.80

Bank Code AP Bank Summary

	Payable	Payment		
Payment Type	Count	Count	Discount	Payment
Regular Checks	109	78	0.00	370,704.95
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	3	3	0.00	702,609.80
EFT's	0	0	0.00	0.00
	112	83	0.00	1,073,314.75

Attachment: Warrant Register - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	109	78	0.00	370,704.95
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	3	3	0.00	702,609.80
EFT's	0	0	0.00	0.00
	112	83	0.00	1,073,314.75

Fund Summary

Fund	Name	Period	Amount
998	POOL	5/2020	1,073,314.75
			1,073,314.75



City of Laguna Hills, CA

Warrant Register - Payables Detail Report

By Fund

Payment Dates 05/15/2020 - 05/28/2020

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
Fund: 100 - GENERAL FUND					
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMDEV	Departmental Expenditure, Apr '20	100-225-611000	99.00
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMDEV	Departmental Expenditure, Apr '20	100-225-613100	62.00
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMSVCS	Departmental Expenditure, Apr '20	100-195-720050	400.00
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMSVCS	Departmental Expenditure, Apr '20	100-310-695507	(900.00)
05/21/2020	ORANGE COUNTY REGISTER-FREEDOM CA. NEWSPAPER	0000480883	Legal Advertising, Apr '20	100-155-624001	374.00
05/21/2020	SOUTHERN CALIFORNIA EDISON	052020	Street Lights, Traffic Control, Apr '20	100-000-120000	5,339.87
05/21/2020	SAN DIEGO GAS & ELECTRIC	052020	Street Lights, Traffic Control, Com Ctr, Apr '20	100-310-631100	3,890.71
05/21/2020	SAN DIEGO GAS & ELECTRIC	052020	Street Lights, Traffic Control, Com Ctr, Apr '20	100-355-631000	4,334.69
05/21/2020	SOUTHERN CALIFORNIA EDISON	052020	Street Lights, Traffic Control, Apr '20	100-355-631000	607.13
05/21/2020	SAN DIEGO GAS & ELECTRIC	052020	Street Lights, Traffic Control, Com Ctr, Apr '20	100-355-631400	11,954.73
05/21/2020	SOUTHERN CALIFORNIA EDISON	052020	Street Lights, Traffic Control, Apr '20	100-355-631400	11,403.06
05/21/2020	SAN DIEGO GAS & ELECTRIC	052020	Street Lights, Traffic Control, Com Ctr, Apr '20	100-355-631900	3,363.98
05/21/2020	SOUTHERN CALIFORNIA EDISON	052020a	Street Lights, Traffic Control, Apr '20	100-355-631900	112.76
05/21/2020	SOUTHERN CALIFORNIA EDISON	052020b	Street Lights, Traffic Control, Mar '20	100-355-631000	0.08
05/21/2020	RUSSELL, RICHARD WYATT	052120	Contract Instructor Services, Tennis	100-310-721500	1,104.00
05/21/2020	REAL ESTATE CONSULTING & SERVICES, INC.	13092	Parks Contract Repair, May '20	100-355-720701	461.68
05/21/2020	HR GREEN PACIFIC, INC.	135221	Community Center Renovation, CIP 513-B	100-600-790600	7,895.89
05/21/2020	WEST COAST ARBORISTS, INC.	159726	Tree Trimming Services, Apr '20	100-355-720702	6,182.65
05/21/2020	WEST COAST ARBORISTS, INC.	159727	Tree Trimming Services, Apr '20	100-355-720702	5,539.50
05/21/2020	HARTZOG & CRABILL, INC.	20-0246	Traffic Signal Mgmt Services, Apr '20	100-355-700101	4,878.52
05/21/2020	HARTZOG & CRABILL, INC.	20-0246	Traffic Signal Mgmt Services, Apr '20	100-600-790600	57.50
05/21/2020	HARTZOG & CRABILL, INC.	20-0265	Traffic Signal Mgmt Services, Apr '20	100-355-700101	4,937.50
05/21/2020	HARTZOG & CRABILL, INC.	20-0277	Traffic Signal Mgmt Services, Apr '20	100-355-700101	1,912.50
05/21/2020	CITY OF MISSION VIEJO	20659	Animal Care Services, 4th QTR FY 19/20	100-420-720401	52,026.75
05/21/2020	COMPUTER SERVICE CO.	3079 - 3111	Traffic Signal Maintenance, Apr '20	100-355-720420	20,738.91
05/21/2020	WOLFE ENGINEERING & DESIGN	3304	Engineering Services, CIP 101, Apr	100-600-790600	11,560.00
05/21/2020	COMPUTER SERVICE CO.	3917-20-01005	Traffic Signal Maintenance, Apr '20	100-355-720420	25,087.10
05/21/2020	MERCY HOUSE LIVING CENTERS, INC.	5003-19-09	Contract Services - Homelessness, Sep '19	100-310-720302	304.30
05/21/2020	MERCY HOUSE LIVING CENTERS, INC.	5003-19-10	Contract Services - Homelessness, Oct '19	100-310-720302	474.67
05/21/2020	MERCY HOUSE LIVING CENTERS, INC.	5003-19-11	Contract Services - Homelessness, Nov '19	100-310-720302	981.14
05/21/2020	MERCY HOUSE LIVING CENTERS, INC.	5003-19-12	Contract Services - Homelessness, Dec '19	100-310-720302	952.58
05/21/2020	MERCY HOUSE LIVING CENTERS, INC.	5003-20-01	Contract Services - Homelessness, Jan '20	100-310-720302	1,054.58
05/21/2020	MERCY HOUSE LIVING CENTERS, INC.	5003-20-02	Contract Services - Homelessness, Feb '20	100-310-720302	1,107.28
05/21/2020	RICHARDSON OBER DENICHILO LLP	54600	Legal Services, Apr '20	100-155-700011	80,437.18
05/21/2020	RJ ELECTRIC	58740	Parks Contract Repair, Comm Ctr, May '20	100-355-720701	184.00
05/21/2020	FEDERAL EXPRESS CORPORATION	7-006-10845	Delivery Services, May '20	100-155-625000	93.91
05/21/2020	NORLAND, RANDY	CD-0568-BLDR-0362-202	Refund, C&D Deposit, R #6581	100-000-227001	960.00
05/21/2020	JIM MURRAY ROOFING INC.	CD-0569-BLDR-0355-202	Refund, C&D Deposit, R #6529	100-000-227001	870.00
05/21/2020	SIMCIK, JASON	CD-0570-BLDR-0318-202	Refund, C&D Deposit, R #6278	100-000-227001	100.00
05/21/2020	COVER RIGHT ROOFING INC	CD-0571-BLDR-0374-202	Refund, C&D Deposit, R #6674	100-000-227001	135.00

Attachment: Warrant Register, Payables Detail Report - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Warrant Register - Payables Detail Report

Payment Dates: 05/15/2020 - 05/28/2020

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
05/21/2020	SABINA, ANNE	CSPCOV-0016	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	JENSEN, TERRI	CSPCOV-0017	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	JENSEN, TERRI	CSPCOV-0018	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	BANG, JI YON	CSPCOV-0019	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	BANG, JI YON	CSPCOV-0020	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	BENDER, JEAN	CSPCOV-0021	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	BOTTOMLEY, SARAH	CSPCOV-0022	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	CORNELIUS, ERWIN	CSPCOV-0023	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	COUCH, LAURIE	CSPCOV-0024	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	COUCH, LAURIE	CSPCOV-0025	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	DUARTE, DIANE	CSPCOV-0026	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	DUARTE, DIANE	CSPCOV-0027	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	DUARTE, DIANE	CSPCOV-0028	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	JONES, KELSEY	CSPCOV-0029	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	KELLY, DON	CSPCOV-0030	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	LABUZETTA, GARY	CSPCOV-0031	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	LABUZETTA, GARY	CSPCOV-0032	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	MACIEL, DEMURE	CSPCOV-0033	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	NGUYEN, AMANDA	CSPCOV-0034	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	NGUYEN, JAN	CSPCOV-0035	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	QUAM, SUE	CSPCOV-0036	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	SAYLOR, DIANNE	CSPCOV-0037	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	SAYLOR, DIANNE	CSPCOV-0038	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	STERN, LEE	CSPCOV-0039	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	STERN, LEE	CSPCOV-0040	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	SWEET, LESLIE	CSPCOV-0041	Refund, Program Fee, R	100-000-451000	35.00
05/21/2020	TAILOR, KANCHAN	CSPCOV-0042	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	VALANCE, MARGO	CSPCOV-0043	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	VALANCE, MARGO	CSPCOV-0044	Refund, Program Fee, R	100-000-451000	30.00
05/21/2020	ZHAO, DOUGLAS	CSPCOV-0045	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	ZHAO, DOUGLAS	CSPCOV-0046	Refund, Program Fee, R	100-000-451000	25.00
05/21/2020	TUTTLE CLICK FORD	F2CS993375	Vehicle Maintenance, Community Services, Mar '20	100-310-646100	182.92
05/21/2020	ANSARI, MOBIN	FRDCOV-0025	Refund, Facility Deposit, R #1034217.002	100-000-222000	500.00
05/21/2020	WORCESTER, PAM	FRDCOV-0027	Refund, Facility Deposit, R #1033989.002	100-000-222000	250.00
05/21/2020	SARRAF, NILOU	FRDCOV-0028	Refund, Facility Deposit, R #1033814.002	100-000-222000	250.00
05/21/2020	ABRIEGO, ASUNCION	FRDCOV-0029	Refund, Facility Deposit, R #1034017.002	100-000-222000	500.00
05/21/2020	CARILLO, FRANCISCO	FRDCOV-0030	Refund, Facility Deposit, R #1034015.002	100-000-222000	500.00
05/21/2020	EL-YACOUBI, HASSANAH	FRDCOV-0031	Refund, Facility Deposit, R #1034132.002	100-000-222000	500.00
05/21/2020	GARCIA, MARIBEL	FRDCOV-0032	Refund, Facility Deposit, R #1033810.002	100-000-222000	500.00
05/21/2020	MEIJA, RICARDO	FRDCOV-0033	Refund, Facility Deposit, R #1033813.002	100-000-222000	500.00
05/21/2020	MERINO, MARTHA	FRDCOV-0034	Refund, Facility Deposit, R #1034077.002	100-000-222000	500.00
05/21/2020	PASILLAS, VERONICA	FRDCOV-0035	Refund, Facility Deposit, R #1033219.002	100-000-222000	500.00
05/21/2020	PHAM, CATHERINE	FRDCOV-0036	Refund, Facility Deposit, R #1034236.002	100-000-222000	250.00
05/21/2020	SPENCER, CASSIE	FRDCOV-0037	Refund, Facility Deposit, R #1034284.002	100-000-222000	250.00
05/21/2020	SWANSON, NANCY	FRDCOV-0038	Refund, Facility Deposit, R #1033751.002	100-000-222000	500.00
05/21/2020	TAILOR, MUNIR	FRDCOV-0039	Refund, Facility Deposit, R #1034130.002	100-000-222000	500.00

Attachment: Warrant Register, Payables Detail Report - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Warrant Register - Payables Detail Report

Payment Dates: 05/15/2020 - 05/28/2020

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
05/21/2020	TINDUGAN, JEAN	FRDCOV-0040	Refund, Facility Deposit, R #1033990.002	100-000-222000	500.00
05/21/2020	ZAMARRIPA, JOSE	FRDCOV-0041	Refund, Facility Deposit, R #1033944.002	100-000-222000	500.00
05/21/2020	FOUNDATIONS DANCE STUDIO	FRDCOV-0042	Refund, Facility Deposit, R #1033853.002	100-000-222000	500.00
05/21/2020	FOUNDATIONS DANCE STUDIO	FRDCOV-0042	Refund, Facility Deposit, R #1033853.002	100-000-451100	(362.50)
05/21/2020	SILVERADO HIGH SCHOOL BOOSTER CLUB	FRDCOV-0043	Refund, Facility Deposit, R #1033387.002	100-000-222000	500.00
05/21/2020	ROBIN HOOD MONTESSORI INC.	FRDCOV-0044	Refund, Facility Deposit, R #1033226.002	100-000-222000	500.00
05/21/2020	PACIFIC SUN LEAGUE, INC.	FRDCOV-0045	Refund, Facility Deposit, R #1033545.002	100-000-222000	500.00
05/21/2020	UNDERGROUND DANCE COMPANY	FRDCOV-0047	Refund, Facility Deposit, R #1033921.002	100-000-222000	500.00
05/21/2020	SANCHEZ, MARIA	FRDCOV-0048	Refund, Facility Deposit, R #1033494.002	100-000-222000	250.00
05/22/2020	JONES DAY	33355499	Professional Services, Jan '20	100-155-700012	5,646.38
05/22/2020	JONES DAY	33355500	Professional Services, Jan '20	100-155-700012	2,096.25
05/22/2020	OCSO LAW ENFORCEMENT CONTRACT, OC TREASURER-TAX AT&T - CALNET 3	SH 56271	Law Enforcement Services, May '20	100-420-720800	699,790.37
05/28/2020	AT&T - CALNET 3	000014688765	Alarm, Com Ctr & City Hall Lines, May '20	100-195-630000	136.23
05/28/2020	AT&T - CALNET 3	000014688765	Alarm, Com Ctr & City Hall Lines, May '20	100-310-630100	80.36
05/28/2020	COX COMMUNICATION	050520	T-1 Line, May '20	100-195-630000	851.31
05/28/2020	COX COMMUNICATION	050720	Traffic Signal, May '20	100-195-630000	95.00
05/28/2020	ORANGE COUNTY REGISTER	051420	Subscription, City Hall, 6/12/20 - 9/11/20	100-155-626000	535.83
05/28/2020	COX COMMUNICATION	051820	T-1 Line, May '20	100-195-630000	402.31
05/28/2020	CANON FINANCIAL SERVICES, INC.	21460865	Lease - Copier, Comm Ctr, 5/1/20 - 5/31/20	100-195-641200	279.86
05/28/2020	CANON FINANCIAL SERVICES, INC.	21460866	Lease - Copier, City Hall, 5/1/20 - 5/31/20	100-195-641200	885.68
05/28/2020	CANON FINANCIAL SERVICES, INC.	21460867	Lease - New Admin Copier, 5/1/20 - 5/31/20	100-195-641200	317.82
05/28/2020	COMPLETE OFFICE OF CALIFORNIA	2433298-0	Office Supplies, Comm Ctr, Mar '20	100-310-620500	69.18
05/28/2020	COMPLETE OFFICE OF CALIFORNIA	2438360-0	Operating Supplies, Comm Ctr, Mar	100-310-622005	35.90
05/28/2020	SPARKLETTS	4228482 052220	Operating Supplies, Apr '20	100-195-622000	108.79
05/28/2020	WOODRUFF, SPRADLIN & SMART	65487	Professional Services Legal, Apr '20	100-155-700010	39,357.51
05/28/2020	WOODRUFF, SPRADLIN & SMART	65487	Professional Services Legal, Apr '20	100-155-700011	113.65
05/28/2020	WOODRUFF, SPRADLIN & SMART	65487	Professional Services Legal, Apr '20	100-225-700012	1,716.00
05/28/2020	JIM MURRAY ROOFING INC.	CD-0572-BLDR-0373-202	Refund, C&D Deposit, R #6671	100-000-227001	1,260.00
05/28/2020	DENHAM, JERRY	CD-0573-RES-8-18-17219	Refund, C&D Deposit, R #3708	100-000-227001	963.90
05/28/2020	CDW GOVERNMENT, INC.	CM0000083	CM #XRT8656, Computer Hardware, Gen Gov, Mar '20	100-195-940000	(1,139.56)
05/28/2020	NEW VISTA SCHOOL	FRDCOV-0046	Refund, Facility Deposit, R #1033177.002	100-000-222000	500.00
05/28/2020	CDW GOVERNMENT, INC.	XGM0595-	Computer Hardware, Gen Gov, Mar	100-195-940000	1,139.56
05/28/2020	CDW GOVERNMENT, INC.	XPF6874	Computer Hardware, Gen Gov, Apr	100-195-940000	1,139.56
Fund 100 - GENERAL FUND Total:					1,038,001.46

Fund: 101 - MGP DEVELOPMENT APPLICATION - VALH PROJECT

05/21/2020	PLACEWORKS, INC.	72004	Prof Services, Village at LH Expenses, Apr '20	101-000-223000	16,207.80
05/21/2020	PLACEWORKS, INC.	72004	Prof Services, Village at LH Expenses, Apr '20	101-000-450000	(16,207.80)
05/21/2020	PLACEWORKS, INC.	72004	Prof Services, Village at LH Expenses, Apr '20	101-225-700200	16,207.80
05/28/2020	WOODRUFF, SPRADLIN & SMART	65500	Professional Services Legal, Apr '20	101-225-700012	12,719.14
05/28/2020	PLACEWORKS, INC.	72060	Prof Services, Village at LH Expenses, Apr '20	101-000-223000	2,026.04

Attachment: Warrant Register, Payables Detail Report - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Warrant Register - Payables Detail Report

Payment Dates: 05/15/2020 - 05/28/2020

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
05/28/2020	PLACEWORKS, INC.	72060	Prof Services, Village at LH Expenses, Apr '20	101-000-450000	(2,026.04)
05/28/2020	PLACEWORKS, INC.	72060	Prof Services, Village at LH Expenses, Apr '20	101-225-700200	2,026.04
Fund 101 - MGP DEVELOPMENT APPLICATION - VALH PROJECT Total:					30,952.98
Fund: 430 - LOCAL EMERGENCY - COVID-19					
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMDEV	Departmental Expenditure, Apr '20	430-420-940000	192.00
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMSVCS	Departmental Expenditure, Apr '20	430-420-721505	2,774.43
05/15/2020	BANK OF AMERICA VISA CARD	042020 COMSVCS	Departmental Expenditure, Apr '20	430-420-940000	192.00
05/28/2020	AU-YEUNG, MELISSA	033120	Reimbursement, Remote Work	430-420-940000	866.99
05/28/2020	COMPLETE OFFICE OF CALIFORNIA	2455154-0	COVID-19 Supplies - Public Safety, May '20	430-420-622000	334.89
Fund 430 - LOCAL EMERGENCY - COVID-19 Total:					4,360.31
Fund: 600 - CAPITAL IMPROVEMENT PROJECT					
05/21/2020	HR GREEN PACIFIC, INC.	135221	Community Center Renovation, CIP 513-B	600-000-490100	(7,895.89)
05/21/2020	HR GREEN PACIFIC, INC.	135221	Community Center Renovation, CIP 513-B	600-255-950513	7,895.89
05/21/2020	HARTZOG & CRABILL, INC.	20-0246	Traffic Signal Mgmt Services, Apr '20	600-000-490100	(57.50)
05/21/2020	HARTZOG & CRABILL, INC.	20-0246	Traffic Signal Mgmt Services, Apr '20	600-251-950168	57.50
05/21/2020	WOLFE ENGINEERING & DESIGN	3304	Engineering Services, CIP 101, Apr	600-000-490100	(11,560.00)
05/21/2020	WOLFE ENGINEERING & DESIGN	3304	Engineering Services, CIP 101, Apr	600-251-950101	11,560.00
Fund 600 - CAPITAL IMPROVEMENT PROJECT Total:					0.00
Grand Total:					1,073,314.75

Attachment: Warrant Register, Payables Detail Report - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Report Summary

Fund Summary

Fund	Expense Amount	Payment Amount
100 - GENERAL FUND	1,038,001.46	1,038,001.46
101 - MGP DEVELOPMENT APPLICATION - VALH PROJECT	30,952.98	30,952.98
430 - LOCAL EMERGENCY - COVID-19	4,360.31	4,360.31
600 - CAPITAL IMPROVEMENT PROJECT	0.00	0.00
Grand Total:	1,073,314.75	1,073,314.75

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
100-000-120000	Accounts Receivable	5,339.87	5,339.87
100-000-222000	Refundable Deposits	10,250.00	10,250.00
100-000-227001	SecurityDeposit-WasteRecycling	4,288.90	4,288.90
100-000-451000	Recreation Fees	970.00	970.00
100-000-451100	Recreation Fees-Reservation	(362.50)	(362.50)
100-155-624001	Advertising - Legal	374.00	374.00
100-155-625000	Postage & Delivery	93.91	93.91
100-155-626000	Subscriptions & Books	535.83	535.83
100-155-700010	Legal Services-General Counsel	39,357.51	39,357.51
100-155-700011	Legal Services-Litigation	80,550.83	80,550.83
100-155-700012	Legal Services-Litigation OC Cities	7,742.63	7,742.63
100-195-622000	Operating Supplies	108.79	108.79
100-195-630000	Telephone & Communication	1,484.85	1,484.85
100-195-641200	Rent/Lease - Copier	1,483.36	1,483.36
100-195-720050	Contract Serv-Software Support	400.00	400.00
100-195-940000	Computer Hardware & Software	1,139.56	1,139.56
100-225-611000	Training and Education	99.00	99.00
100-225-613100	Vehicle-Fuel	62.00	62.00
100-225-700012	Legal Services - Community	1,716.00	1,716.00
100-310-620500	Office Supplies - Comm Ctr	69.18	69.18
100-310-622005	Operating Supplies Comm Ctr	35.90	35.90
100-310-630100	Phone & Communication Comm	80.36	80.36
100-310-631100	Utilities - Electric Comm Ctr	3,890.71	3,890.71
100-310-646100	Maint & Repairs - Vehicles	182.92	182.92
100-310-695507	Marathon 5k	(900.00)	(900.00)
100-310-720302	Contract Services - Homelessness	4,874.55	4,874.55
100-310-721500	Contract Services-Program Svce	1,104.00	1,104.00
100-355-631000	Utilities - Electric	4,941.90	4,941.90
100-355-631400	Electric-Street Lights/Signals	23,357.79	23,357.79
100-355-631900	UtilitiesElectricOnBillFinancing	3,476.74	3,476.74
100-355-700101	Traffic Engineer Services	11,728.52	11,728.52
100-355-720420	Traffic Signal Maintenance	45,826.01	45,826.01
100-355-720701	Parks Contract Repair	645.68	645.68
100-355-720702	Tree Maintenance	11,722.15	11,722.15
100-420-720401	Animal Care & Shelter Services	52,026.75	52,026.75
100-420-720800	General Law Enforcement	699,790.37	699,790.37
100-600-790600	Transfers Out - Capital Imprv	19,513.39	19,513.39
101-000-223000	Plan Application Deposit	18,233.84	18,233.84
101-000-450000	Planning Fees	(18,233.84)	(18,233.84)
101-225-700012	Legal Services	12,719.14	12,719.14
101-225-700200	Consultant Services, Planning	18,233.84	18,233.84
430-420-622000	Supplies - Public Safety	334.89	334.89
430-420-721505	Contract Services- Janitorial &	2,774.43	2,774.43
430-420-940000	Computer Hardware & Software	1,250.99	1,250.99
600-000-490100	Transfer In- General Fund	(19,513.39)	(19,513.39)
600-251-950101	CIP-Annual Street Maintenance	11,560.00	11,560.00
600-251-950168	TrafficSignalImprovCoordination	57.50	57.50

Attachment: Warrant Register, Payables Detail Report - June 9, 2020 (2145 : Warrant Register, June 9, 2020)

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
600-255-950513	Community Center Renovation	<u>7,895.89</u>	<u>7,895.89</u>
	Grand Total:	1,073,314.75	1,073,314.75

Project Account Summary

Project Account Key	Expense Amount	Payment Amount
None	<u>1,073,314.75</u>	<u>1,073,314.75</u>
Grand Total:	1,073,314.75	1,073,314.75



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Mayor and Council Members
FROM: Kenneth H. Rosenfield P.E.
Assistant City Manager/Director of Public Services
ISSUE: City Wide Engineering and Traffic Survey for Speed Limits

RECOMMENDATION: That the City Council approve and adopt the Engineering and Traffic Survey for Speed Limits, April 2020.

SUMMARY:

In accordance with the California Vehicle Code and procedures established by the California State Department of Transportation, each jurisdiction is required, at least once every five (5), seven (7) or ten (10) years, to re-evaluate its speed limits that are intended to be enforced by the use of electronic devices (radar or laser). The engineering consulting firm of Hartzog & Crabill, Inc., (HCI) was retained to perform this work. The attached April 2020 Engineering and Traffic Survey for Speed Limits is presented for City Council review and approval, which is necessary in order to allow for the proper enforcement of posted speed limits. There are no recommended changes to existing speed limits. Approval and adoption of the Engineering and Traffic Survey for Speed Limits, April 2020, is recommended.

BACKGROUND:

The orderly movement of traffic on City streets requires the establishment of reasonable speed limits allowing for the enforcement of vehicular speeds that are deemed unreasonable for the conditions of the roadway. The procedures and regulations governing the establishment of speed limits are described within the attached Engineering and Traffic Survey for Speed Limits, April 2020. This document, as prepared by the HCI engineering consulting firm, details all of the extensive data

City Wide Engineering and Traffic Survey for Speed Limits

June 9, 2020

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collection and analysis performed and recommends the establishment of speed limits throughout the community.

The procedures followed for the Engineering and Traffic Survey include the collection of vehicular speed data as collected at 61 different segments on 29 different roadways within the City. The survey data was analyzed to determine the 85th percentile and 10 MPH pace of vehicle speeds, the primary factors used for recommending speed limits. The California Manual on Uniform Traffic Control Devices (MUTCD) states that speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is moving. From experience, traffic engineers have also found that this is one of the most reliable factors in determining appropriate speed limits and is considered a measure of the safe driving behavior of a reasonable person. The 10 MPH pace is that continuous incremental range of speeds in which the largest number of recorded vehicles is contained. For this element, the accepted practice, to the greatest extent possible, is to try to keep the recommended speed limit within the 10 MPH pace after considering the 85th percentile speed. Taken together, the establishment of speed limits from this data confirms that the vast majority of drivers are operating within a consistent speed range.

In addition to the statistical data collected during the speed zone survey, a field review of related road/traffic variables was also conducted which considers existing conditions that may warrant a lower speed than is actually indicated by the application of survey data. Other factors considered as part of the evaluation include, but are not limited to: the most recent three-year traffic collision history record, roadway conditions, traffic flow characteristics, level of pedestrian activity, driver sight distance constraints and adjacent land uses.

Based on the survey and field data collected, there are no speed limit changes being recommended in the report. The reason centers mostly on the fact that the newly measured values of the 85th percentile and the 10 MPH pace are still within the parameters of the existing speed limits. Additional factors such as the presence of horizontal or vertical curves reducing sight distance form the basis in some instances of the recommendations. Approval and adoption of the Engineering and Traffic Survey for Speed Limits, April 2020, is recommended.

City Wide Engineering and Traffic Survey for Speed Limits

June 9, 2020

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FISCAL IMPACT:

The field review of existing roadway conditions did identify a few speed limits signs that need to be installed to confirm the speed limit on particular street segments. The cost of the installation of these signs is estimated to be less than \$1,000 and is included within the current public works maintenance budget.

ATTACHMENTS:

- Engineering & Traffic Survey for Speed Limits, April 2020

ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

CITY OF LAGUNA HILLS

APRIL 2020

PREPARED FOR:

**CITY OF LAGUNA HILLS
24035 EL TORO ROAD
LAGUNA HILLS, CALIFORNIA 92653**

PREPARED BY:

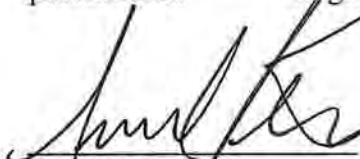
**HARTZOG & CRABILL, INC.
TRAFFIC ENGINEERS
17852 E. 17th STREET, SUITE #101
TUSTIN, CA 92780-1944
(714) 731-9455**

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CERTIFICATION

I, Gerald Stock, do hereby certify that this Engineering and Traffic Survey for the City of Laguna Hills was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.


Gerald Stock
RTE # 2049



CITY OF LAGUNA HILLS ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

Introduction

In accordance with procedures established by the State of California, this Engineering and Traffic Survey has been developed for the City of Laguna Hills as the basis for the establishment and enforcement of speed limits for selected streets within the City. The work provided herein was authorized by the City and was performed by the engineering consulting firm of Hartzog & Crabill. The goal of the review was two-fold. The first was to review new roadway segments to determine if speed limit postings should be recommended. The second involved a determination as to whether changes in pre-existing conditions have occurred where older speed limits should be modified.

The requirement to perform Engineering and Traffic surveys for speed limits is based on the California Vehicle Code (CVC). CVC Section 40802 states that at least once every five (5), seven (7) or ten (10) years, States and local agencies should re-evaluate non-statutory speed limits on segments of their roadways. Recent changes to the CA. MUCTD changed the policy and procedure for setting speed limits in California. Engineering and Traffic Surveys must be performed with the use of radar or other approved electronic devices if the use of radar is to be employed to enforce speed limits. If such a survey is not performed within five years (or seven years, or ten years as stated previously) of the date of the preceding survey, then the new data and its use will constitute a speed trap. Hence, evidence using such would not be admissible in court. From the Vehicle Code, a "speed trap" is either of the following:

- (a) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (b) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance under sub-paragraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established pursuant to Section 22354, 22357, 22358, or 22358.3 if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

The definition of a Traffic and Engineering Survey is contained in Section 627 of the Vehicle Code and is as follows:

Engineering and Traffic survey, as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the California Department of Transportation (Caltrans) for use by State and local authorities. An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of the following:

- (a) Prevailing speeds as determined by traffic engineering measurements.
- (b) Accident records.
- (c) Highway, traffic and roadside conditions not readily apparent to the driver.

The California Vehicle code has set certain regulations regarding the posting and enforcement of speed zones. These regulations generally reflect the viewpoint that speed zoning should be based on traffic conditions and natural driver behavior and not because of an arbitrary response to a traffic event or occurrence. Therefore, it is important to have a general understanding of the "Basic Speed Law", "Prima Facie Speed Limits" and "Intermediate Speed Zones".

Basic Speed Law (CVC 22350)

All fifty states base their speed regulations on the Basic Speed Law. In California, CVC 22350 defines the basic speed law as:

"No Person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property."

This law recognizes that driving conditions vary widely from time-to-time and place-to-place and, therefore, no set of fixed driving rules will adequately serve all conditions. The motorist will constantly adjust their driving behavior to fit the conditions encountered, and must learn to do this with a minimum of assistance from the police. The Basic Speed Law is founded on the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

Prima Facie Speed Limits (CVC 22352)

All other speed limits are prima facie limits which, "on the face of it", are reasonable and prudent under normal conditions. The opportunity given to the driver to exceed a prima facie speed limit when it is safe to do so recognizes the fact that any posted speed limit cannot adequately reflect the many different conditions of traffic, weather, visibility, etc., that may be found on the same highway at different times.

Certain prima facie limits are automatically established by law (CVC 22352), including a 15 mph limit in alleys, blind intersections, blind railroad crossing, and the 25 mph limit in business and residence districts. There is also a part time 25 mph limit in school zones when children are present in route to or from school.

Business and residence districts are defined in the Vehicle Code as specific areas meeting a specified minimum density of roadside development. CVC Sections 235 and 515 define these regulations. A count of houses or active businesses facing on a highway must be made to determine whether or not a valid business or residence district exists. The law does not require posting these prima facie limits that are readily apparent.

Residence District (CVC 515)

A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

Establishment of Speed Zones

The reason that speed limit areas and their required postings are done is to guard reasonable drivers from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. As with other similar laws, the limits identified are based on the consensus of the majority of those who drive the highway as to what speed is reasonable and safe. It is this type of information that is reflected in the analysis section of this report. Namely, posted speed limits are a reflection of that speed which most people deem to be safe as opposed to a minority of drivers who do not drive in a reasonable manner.

Speed zones are also established to advise of road conditions or hazards that may not be readily apparent to a reasonable driver. For that reason, a field review of related road/traffic variables is conducted which considers the analytical data and accident history of a particular roadway segment to determine a safe and reasonable speed limit.

Data Collection Procedures

Speed evaluation data was collected at 61 different segments on 29 different roadways in the City of Laguna Hills. These areas and the number of segments on each are described as follows:

- | | |
|------------------------------|------------------------------|
| 1. Alameda Ave (1) | 16. Lake Forest Drive (2) |
| 2. Alicia Parkway (4) | 17. Los Alisos Boulevard (1) |
| 3. Aliso Hills Drive (2) | 18. Louisa Street (1) |
| 4. Avenida De La Carlota (3) | 19. Mill Creek Drive (1) |
| 5. Beckenham Street (1) | 20. Moulton Parkway (5) |
| 6. Bridlewood Drive (2) | 21. Nellie Gail Road (4) |
| 7. Cabot Road (4) | 22. Oso Parkway (4) |
| 8. El Toro Road (1) | 23. Paseo De Valencia (6) |
| 9. Gallup Circle (1) | 24. Rapid Falls Road (1) |
| 10. Gordon Road (1) | 25. Ridge Route Drive (2) |
| 11. Greenfield Drive (1) | 26. San Remo Drive (1) |
| 12. Hon Avenue (1) | 27. Santa Maria Avenue (1) |
| 13. Indian Hill Lane (1) | 28. Santa Vittoria Drive (2) |
| 14. La Paz Road (5) | 29. Vista Viejo Road (1) |
| 15. Laguna Hills Drive (1) | |

As described in various traffic engineering documents - including information provided by the State of California, the individual locations on which radar data collection procedures were used involved considerations for the following:

- a. Stop sign or traffic signal locations;
- b. Visibility issues;
- c. Traffic flow at intersections, cross-traffic, major driveways, crosswalks, railroad crossings and unusual turning movements;
- d. The influence of other traffic factors on the speed of cars: such as on street parking, roadway features, adjacent land uses, and lighting.

Speed Zoning Methodology

The Manual on Uniform Traffic Control Devices, California Supplement (MUTCD CA. Supplement) specifies a “short method of determining speed limits on City and County Through Highways, Arterial and Collector Roads Procedures.

Introduction - This short method of speed zoning is based on the premise that the reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorist speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include, but are not limited to: the most recent three-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, pedestrian traffic in the roadway without sidewalks.

Speed Zone Survey

- Only one person is required for the fieldwork. Speeds can be read directly from a radar speed meter.
- A section of road should be selected with representative operating speeds. If speeds vary on a given road, additional surveys should be conducted. In this case, it may be necessary to establish additional speed zones with different speed limits. The section selected should be straight and should have no traffic signal, stop sign or intersection with a major cross street.
- Speed measurements should be taken during off-peak hours on weekdays. The weather should be fair with no unusual conditions prevailing. It is important that the surveyor and his equipment be so inconspicuous as not to affect traffic speeds. For this reason, an unmarked car is recommended, with the radar speed meter located as inconspicuously as possible. It should be placed so as to be able to survey traffic in both directions, and should not make an angle greater than 15 degrees with the roadway center line.
- It is desirable to have a minimum sample of 100 automobiles in each survey. This may result in excessive survey periods for low-volume roads. Under these conditions, the survey should be conducted for a minimum of two hours, but in no case should the sample for any survey contain less than 50 automobiles.

- The MUTCD with California Supplement states that speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is moving. This speed can be selected directly from the data sheet. However, roadway conditions not readily apparent to the motorist such as vertical or horizontal curves or other roadway conditions that may impact sight distance may result in a further reduction of 5 mph in the recommended speed limit.
- As a check on the validity of the proposed speed limit, an analysis should be made of the two-year accident record for the section of roadway under consideration. If this record shows an abnormally high percentage of accidents normally associated with excessive speeds, the proposed speed limit should be further reduced. This is a judgement situation, and will not usually be a factor,
- Short speed zones of less than half a mile should be avoided, except in transition areas.
- Speed zone changes should be coordinated with changes in roadway conditions or roadway development.
- Speed zoning in 5 mile per hour increments should be avoided if possible. A 10-mile per hour increment is preferable.
- Speed zoning should be coordinated between adjacent jurisdictions.

Local Street Exemptions (CVC 40802)

Many streets are designated as "Local" streets per CVC 40802. These streets are exempt from the radar study. Therefore, the speed limit for these streets does not require an Engineering and Traffic Survey. The code is as follows:

For the purpose of this section, local streets and roads shall be defined by the latest functional usage and federal aid system maps as submitted to the Federal Highway Administration. When these maps have not been submitted, the following definition shall be used: A local street or road primarily provides access to abutting residential property and shall meet the following three conditions:

1. Roadway width of not more than 40 feet.
2. Not more than one half mile of uninterrupted length.
3. Not more than one traffic lane in each direction.

Other Considerations

Every street should be inspected for unusual traffic, roadway and roadside conditions not readily apparent to a motorist. A check should be made of the adequacy of traffic control devices, roadway alignment, width surface conditions, accident history and any unique traffic hazards that

Radar Collection Time-Frames

The hours of radar operation were restricted to off-peak periods (when possible) for heavily traveled streets and to uncongested peak periods on lightly traveled streets. All surveys were conducted in fair weather.

The radar unit was mounted at the top of the front dash of an unmarked vehicle with the meter-reading unit sustained inside the vehicle. The radar unit's calibration was checked periodically using a tuning fork.

The radar operator and assistant recorded the speed meter readings for each location on Radar Speed Survey Field Sheets included in the appendix of this report. A representative sampling of at least 100 vehicles were surveyed in each direction or a cumulative sample of 200 vehicles for both directions where possible. On low volume roads, where a total sample of 200 vehicles would result in an excessive time period, sampling was continued until a representative bell-shaped frequency distribution was attained.

Analysis Factors

Several factors were used as input to our recommendations for speed limits. These include the 85th Percentile, the 10 MPH Pace and others. These are described in detail below.

1. The **CRITICAL SPEED**, or the 85th percentile is defined as that speed at or below which 85 percent of the traffic is moving. From experience, traffic engineers have found that this is one of the most reliable factors in determining appropriate speed limits.

Hence, the accepted practice, and one that has been used in this case is to set the speed limit at or near the critical speed. This recognizes that other factors could be present where the above may not be appropriate. When this procedure is used, it not only conforms to that required by the State but it also provides a strong base for law enforcement personnel to properly enforce speed limits.

2. The **10 MPH PACE** is that continuous 10 mph incremental range of speeds in which the largest number of recorded vehicles is contained. It is a measure of the dispersion of speeds within the sample surveyed. For this element, the accepted practice to the greatest extent possible, is to try and keep the recommended speed limit within the 10 mph pace after considering the critical speed and any factors requiring a speed lower than the critical speed.
3. The **MEDIAN (MIDDLE) SPEED**, or 50th percentile speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50% of the vehicles travel faster than, and 50% travel slower than the median speeds. This value is another measure of the central tendency of the vehicle speed distribution.
4. The **15th PERCENTILE SPEED** is that speed at or below which 15% of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given

that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the accident potential.

5. **MODAL SPEED:** The modal speed is the speed, which occurs most frequently in the distribution (the most). It serves as another useful measure in verifying the correct recommendation for speed limits.
6. **STANDARD DEVIATION:** This is a mathematical element, which relates to measures of dispersion of data. It is used to assist in describing the center of speed distribution information around the arithmetic mean or the time mean speed. It also is used in the overall review of recommended speed limits and serves to verify the level of confidence of data used in making recommendations.
7. The **MEAN (AVERAGE)** is the sum of the speeds of the samples divided by the number of samples.

The numerical values of the above factors are derived from the speed distribution curves calculated for each survey location. These distribution curves represent a method of graphic analysis that compares the cumulative percentage of vehicles to the speed at which the vehicles are traveling.

Field Review

In addition to the availability of the above statistical data, a significant aspect of speed limit recommendations is based on the field review. Its importance is that existing conditions may warrant a lower speed than is actually indicated by the application of survey data. Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below:

1. Segment length, width and alignment
2. Level of pedestrian activity
3. Traffic flow characteristics
4. Vertical and/or horizontal curves.
5. Driver sight distance constraints.
6. Adjacent residential/commercial/industrial etc. zoning.
7. Number of lanes and other channelization/stripping factors
8. Frequency of intersections, driveways and on street parking;
9. Location of stop signs, traffic signals, and other regulatory traffic control devices;
10. Roadway conditions, bumps and dips;
11. Obstructions to pedestrian visibility;
12. Land use and proximity of schools;
13. Uniformity with existing speed zones to/with adjacent jurisdictions;
14. Any other unusual conditions not readily apparent to the driver.

The results of the field review of related road/traffic variables are summarized on the Engineering and Traffic Survey forms found in the Appendix of this report.

Accident History

The Engineering and Traffic Survey forms summarize the available two-year accident information for the subject streets. The accident information includes the total number of accidents within each street segment and of those accidents, the number that are speed-related. This information was obtained from the California Statewide Integrated Traffic Records System (SWITRS) for the City of Laguna Hills.

The annual accident rate figures represent the number of speed-related accidents divided by years of accident records. The evaluation of accidents is useful as a check on the accuracy of recommended or existing speed limits. Should this review show a high percentage of accidents associated with excessive speeds, then consideration based on professional traffic engineering judgement should be directed toward reducing the posted or recommended speed limit.

Results and Recommendations

The following Summaries: No Speed Limit Changes, New Speed Limit Postings, Speed Limit Increases, Speed Limit Reductions and Summary of Recommendations presents the results of the radar survey for the selected 61 locations. As shown, the Summary of Recommendations chart presents the necessary analysis elements that in addition to the field review of a registered traffic engineer led to the recommendations indicated.

Locations of “No Speed Limit Changes”

The Summary indicates that 61 of the 61 segments studied are recommended for no speed limit changes. The reason centers mostly on the fact that the newly measured values of the 85th percentile and the 10 MPH pace are still within the parameters of the existing speed limits. Additional factors such as the presence of horizontal or vertical curves reducing sight distance form the basis in some instances of our recommendation. Therefore, the current postings should remain as is. At two of these locations, only one direction of travel is posted and is listed for no change in the speed limit. Hence, the other direction should be posted for consistency. These segments noted as “install”, as well as the segments recommended for “No Change” are listed below:

Alameda Avenue

Aliso Hills Dr to La Paz Rd	Remain posted at 25 mph
-----------------------------	-------------------------

Alicia Parkway

South City Limits to Moulton Pkwy	Remain posted at 45 mph
Moulton Pkwy to Paseo De Valencia	Remain posted at 45 mph
Paseo De Valencia to Costeau Dr	Remain posted at 45 mph
Costeau Dr to I-5 Freeway	Remain posted at 40 mph

Aliso Hills Drive

Alicia Pkwy to Alameda Ave	Remain posted at 35 mph
Alameda Ave to La Paz Rd	Remain posted at 35 mph

Avenida De La Carlota

Lake Forest Dr to Ridge Route Dr
 Ridge Route Dr to Paseo De Valencia
 Paseo De Valencia to Los Alisos Bl

Remain posted at 45 mph
 Remain posted at 40 mph
 Remain posted at 40 mph

Beckenham Street

Paseo De Valencia to East End

Remain posted at 30 mph

Bridlewood Drive

Nellie Gail Rd to Oso Pkwy
 Oso Pkwy to Laurel Crest

Remain posted at 25 mph
 Remain posted at 30 mph

Cabot Road

La Paz Rd to Paseo De Valencia
 Paseo De Valencia to Oso Pkwy
 Oso Pkwy to SCL (850' s/o Oso)
 Rapid Falls Rd to SCL (800' s/o Rapid Falls)

Remain posted at 45 mph
 Remain posted at 45 mph
 Remain posted at 45 mph
 Remain posted at 45 mph

El Toro Road

I-5 Fwy to Paseo De Valencia

Remain posted at 35 mph

Gallup Circle

La Paz Rd to Nellie Gail Rd

Remain posted at 25 mph

Gordon Road

Moulton Pkwy to East End

Remain posted at 25 mph

Greenfield Drive

Hidden Trail Dr to Route 73 (SCL)

Remain posted at 30 mph

Hon Avenue

Julie Ave to Alicia Pkwy

Remain posted at 25 mph

Indian Hill Lane

Laguna Hills Dr to Moulton Pkwy

Remain posted at 30 mph

La Paz Road

West City Limits to Moulton Pkwy
 Moulton Pkwy to Aliso Hills Dr
 Aliso Hills Dr to Paseo De Valencia
 Paseo De Valencia to Rickenbacker Rd
 Rickenbacker Rd to I-5 Fwy

Remain posted at 45 mph
 Remain posted at 50 mph
 Remain posted at 45 mph
 Remain posted at 40 mph
 Remain posted at 35 mph

Laguna Hills Drive

Moulton Pkwy to Paseo De Valencia

Remain posted at 45 mph

<u>Lake Forest Drive</u>	
Santa Vittoria Dr to Moulton Pkwy	Remain posted at 45 mph
Moulton Pkwy to I-5 Fwy	Remain posted at 40 mph
<u>Los Alisos Boulevard</u>	
I-5 Fwy to Paseo De Valencia	Remain posted at 40 mph
<u>Louisa Street</u>	
Moulton Pkwy to Lupita	Remain posted at 30 mph
<u>Mill Creek Drive</u>	
Lake Forest Dr to Ridge Route Dr	Remain posted at 30 mph
<u>Moulton Parkway</u>	
Lake Forest Dr to El Pacifico	Remain posted at 45 mph
El Pacifico to Santa Maria Ave	Remain posted at 45 mph
North City Limits to Via Lomas	Remain posted at 50 mph
Via Lomas to La Paz Rd	Remain posted at 45 mph
La Paz Rd to I-73	Remain posted at 45 mph
<u>Nellie Gail Road</u>	
Bridlewood Dr to Dapple Grey (N)	Remain posted at 25 mph
Dapple Grey (N) to Oso Pkwy	Remain posted at 30 mph
Oso Pkwy to Hidden Trail Rd	Remain posted at 25 mph
Lost Colt to Moulton Pkwy	Remain posted at 30 mph
<u>Oso Parkway</u>	
West City Limits to Moulton Pkwy	Install 45 mph Eastbound
Moulton Pkwy to Nellie Gail Rd	Remain posted at 50 mph
Nellie Gail Rd to Bridlewood Dr	Remain posted at 50 mph
Bridlewood Dr to I-5 Fwy	Remain posted at 50 mph
<u>Paseo Dr Valencia</u>	
Avendia De La Carlota to El Toro Rd	Remain posted at 35 mph
El Toro Rd to Los Alisos Bl	Remain posted at 40 mph
Los Alisos Bl to Laguna Hills Dr	Remain posted at 45 mph
Laguna Hills Dr to Alicia Pkwy	Remain posted at 45 mph
Alicia Pkwy to La Paz Rd	Remain posted at 45 mph
La Paz Rd to Cabot Rd	Remain posted at 45 mph
<u>Rapid Falls Road</u>	
Cabot Rd to Lost Trail Rd	Remain posted at 25 mph
<u>Ridge Route Drive</u>	
Avenida De La Carlota to Moulton Pkwy	Remain posted at 45 mph
Moulton Pkwy to Santa Vittoria	Remain posted at 45 mph

San Remo Drive

Santa Vittoria to Santa Maria Ave

Remain posted at 30 mph

Santa Maria Avenue

San Remo Dr to Santa Vittoria Dr

Remain posted at 40 mph

Santa Vittoria

Lake Forest Dr to Ridge Route Dr

Remain posted at 30 mph

Ridge Route Dr to Santa Maria Ave

Remain posed at 30 mph

Vista Viejo

Devonshire Rd to East City Limits

Remain posted at 30 mph

Support Explanations of “No Speed Limit Changes”

The following are support explanations for the three roadway segments that the recommended speed limit is 5 mph lower or more than the newly measured 85th percentile speed.

Bridlewood Drive**Nellie Gail Road to Oso Parkway**

This portion of Bridlewood is a two lane residential roadway. The posted speed limit is 25 mph. Based upon the 85th percentile speed of 32.0 mph, the CVC suggests a 30 mph speed limit. However, due to (1) equestrian trails and crossings, (2) solely single-family residential dwellings, (3) many areas of limited sight distance at the steep grades and curving nature of the roadway, and mainly (4) the sight distance at 26211 Bridlewood Drive is approximately 195 feet and the required minimum sight distance for 30 mph is 200 feet. Therefore, it is recommended that the 25 mph speed limit be maintained.

Oso Parkway to Laurel Crest

This portion of Bridlewood is a two lane roadway. The posted speed limit is 30 mph. Based upon the 85th percentile speed of 36.0 mph, the CVC suggests a 35 mph speed limit. However, due to (1) the residential nature of the area, (2) steep grades and curving nature of the roadway, (3) areas of limited sight distance, and (4) with a vertical curve north of Aprian the sight distance exiting said street is approximately 210 feet and the CVC required distance for a 35 mph speed limit is 250 feet. Consequently it is recommended that the 30 mph speed limit be maintained.

La Paz Road**Alisos Hills Drive to Paseo De Valencia**

This section of La Paz Road is a four lane arterial roadway. Field observations include a speed limit of 45 mph, areas of gradual to moderate horizontal and vertical curves, "No Parking Entire Block", narrow shoulders, and an advance warning "Signal Ahead" flashing beacon (eastbound). Due to a vertical curve the sight distance exiting Monte Vista is approximately 410 feet and the sight distance for a potential speed increase to 50 mph is 430 feet. Therefore, the limited sight distance justifies the recommendation for maintaining the 45 mph speed limit.

Nellie Gail Road

Bridlewood Drive to Dapple Grey (N)

This portion of Nellie Gail Road is a two lane roadway. The posted speed is 25 mph. The speed study results show an 85th percentile speed of 30.3 mph and a 10 mph pace range of 23 to 32 mph. Although the speed data suggests a 30 mph posting, given the existing conditions of frequent driveways, equestrian trails and crossing, and the several areas of limited sight distance due to the horizontal and vertical curves, it is recommended that the existing 25 mph remain.

Oso Parkway

West City Limits to Moulton Parkway

The section of Oso Parkway is a six lane roadway. Adjacent land uses are commercial, business and Route 73 overpass. Field notes state this segment is a short 0.13 mile section with bus stops, painted bike lanes, narrow shoulders, no parking anytime, and has a 45 mph speed sign posted westbound only. The speed study resulted with an 85th percentile speed of 46.9 mph and a 10 mph pace range 39 to 48 mph. It is recommended that the existing 45 mph speed limit remain. For enforcement, it is recommended that a 45 mph speed sign be installed eastbound.

Rapid Falls Road

Cabot Road to Lost Trail Drive

This section of Rapid Falls Road is a two lane roadway. The speed study results show an 85th percentile speed of 31.8 mph and a 10 mph pace range of 25 to 34 mph. With the area consisting of the majority of residential, with many driveways fronting the roadway, a neighborhood park, moderate roadway curves and grades, and several areas of limited sight distance, with the residential nature of the area, it is recommended that the existing 25 mph be maintained.

CITY OF LAGUNA HILLS

SUMMARY OF RECOMMENDATIONS

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
<u>ALAMEDA AVENUE</u>							
ALISO HILLS DR TO LA PAZ RD	25	25	29.9	26.5	22-31	87.1	NO CHANGE – 85 TH PERCENTILE
<u>ALICIA PARKWAY</u>							
SOUTH CITY LIMITS TO MOULTON PKWY	45	45	47.3	42.0	40-49	66.9	NO CHANGE – 85 TH PERCENTILE
MOULTON PKWY TO PASEO DE VALENCIA	45	45	48.8	43.6	40-49	63.0	NO CHANGE – 85 TH PERCENTILE
PASEO DE VALENCIA TO COSTEAU DR	45	45	49.0	43.8	40-49	70.2	NO CHANGE – 85 TH PERCENTILE
COSTEAU DR TO I-5 FREEWAY	40	40	42.7	37.8	34-43	72.4	NO CHANGE – 85 TH PERCENTILE
<u>ALISO HILLS DRIVE</u>							
ALICIA PKWY TO ALAMEDA AVE	35	35	38.0	35.1	31-40	91.0	NO CHANGE – 85 TH PERCENTILE
ALAMEDA AVE TO LA PAZ RD	35	35	39.3	34.2	30-39	75.4	NO CHANGE – 85 TH PERCENTILE
<u>AVENIDA DE LA CARLOTA</u>							
LAKE FOREST DR TO RIDGE ROUTE DR	45	45	49.4	43.1	40-49	61.3	NO CHANGE – 85 TH PERCENTILE
RIDGE ROUTE DR TO PASEO DE VALENCIA	40 / 25*	40	42.6	39.7	35-44	85.5	NO CHANGE – 85 TH PERCENTILE
PASEO DE VALENCIA TO LOS ALISOS BLVD	40	40	43.1	39.5	35-44	81.9	NO CHANGE – 85 TH PERCENTILE
<u>BECKENHAM STREET</u>							
PASEO DE VALENCIA TO EAST END	30	30	30.9	28.3	25-34	83.0	NO CHANGE – 85 TH PERCENTILE

*25 MPH When Children Present, School Zone

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
<u>BRIDLEWOOD DRIVE</u>							
NELLIE GAIL RD TO OSO PKWY	25	25	32.0	27.5	25-34	76.0	NO CHANGE - RESIDENTIAL / LIMITED SIGHT DISTANCE
OSO PKWY TO LAUREL CREST	30	30	36.0	31.5	28-37	78.2	NO CHANGE - RESIDENTIAL / LIMITED SIGHT DISTANCE
<u>CABOT ROAD</u>							
LA PAZ RD TO PASEO DE VALENCIA	45	45	47.6	42.8	40-49	70.3	NO CHANGE - 85 TH PERCENTILE
PASEO DE VALENCIA TO OSO PKWY	45	45	47.8	44.5	40-49	79.9	NO CHANGE - 85 TH PERCENTILE
OSO PKWY TO SCL (850' s.OSO PKWY)	45	45	46.5	42.7	38-47	70.6	NO CHANGE - 85 TH PERCENTILE
RAPID FALLS RD TO SCL (800' S. RAPID FALLS)	45	45	47.8	43.5	40-49	69.3	NO CHANGE - 85 TH PERCENTILE
<u>EL TORO ROAD</u>							
I-5 FREEWAY TO PASEO DE VALENCIA	35	35	37.5	32.4	28-37	70.2	NO CHANGE - 85 TH PERCENTILE
<u>GALLUP CIRCLE</u>							
LA PAZ RD TO NELLIE GAIL RD	25	25	27.0	24.1	20-29	88.9	NO CHANGE - 85 TH PERCENTILE
<u>GORDON ROAD</u>							
MOULTON PKWY TO EAST END	25	25	26.3	21.8	18-27	83.0	NO CHANGE - 85 TH PERCENTILE
<u>GREENFIELD DRIVE</u>							
HIDDEN TRAIL DR TO ROUTE 73 FWY (SCL)	30	30	31.7	26.8	23-32	78.6	NO CHANGE - 85 TH PERCENTILE
<u>HON AVENUE</u>							
JULIE AVE TO ALICIA PKWY	25	25	29.9	26.6	23-32	91.0	NO CHANGE - 85 TH PERCENTILE

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
INDIAN HILL LANE							
LAGUNA HILLS DR TO MOULTON PKWY	30	30	34.0	29.3	25-34	77.6	NO CHANGE – 85 TH PERCENTILE
LA PAZ ROAD							
WEST CITY LIMITS (I-73) TO MOULTON PKWY	45	45	47.2	43.1	40-49	74.3	NO CHANGE– 85 TH PERCENTILE
MOULTON PKWY TO ALISO HILLS DR	50	50	52.4	48.2	45-54	74.0	NO CHANGE– 85 TH PERCENTILE
ALISO HILLS DR TO PASEO DE VALENCIA	45 / 25*	45 / 25*	51.3	46.2	43-52	72.3	NO CHANGE– 85 TH PERCENTILE / LIMITED SIGHT DISTANCE
PASEO DE VALENCIA TO RICKENBACKER RD	40 / 25*	40 / 25*	44.8	39.6	35-44	69.0	NO CHANGE– 85 TH PERCENTILE
RICKENBACKER RD TO I-5 FREEWAY	35	35	39.7	34.4	31-40	71.2	NO CHANGE– 85 TH PERCENTILE
LAGUNA HILLS DRIVE							
MOULTON PKWY TO PASEO DE VALENCIA	45 / 25*	45 / 25*	48.6	44.4	40-49	71.7	NO CHANGE – 85 TH PERCENTILE
LAKE FOREST DRIVE							
SANTA VITTORIA DR TO MOULTON PKWY	45	45	47.7	43.7	39-48	78.7	NO CHANGE – 85 TH PERCENTILE
MOULTON PKWY TO I-5 FREEWAY	40	40	42.7	38.7	35-44	84.6	NO CHANGE– 85 TH PERCENTILE
LOS ALISOS BOULEVARD							
I-5 FREEWAY TO PASEO DE VALENCIA	40	40	43.1	37.7	34-43	69.0	NO CHANGE– 85 TH PERCENTILE
LOUISA STREET							
MOULTON PKWY TO LUPITA ST	30	30	31.1	27.5	24-33	88.3	NO CHANGE – 85 TH PERCENTILE

*25 MPH When Children Present, School Zone

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
<u>MILL CREEK DRIVE</u>							
LAKE FOREST DR TO RIDGE ROUTE DR	30 / 25*	30	32.7	28.7	25-34	82.9	NO CHANGE – 85 TH PERCENTILE
<u>MOULTON PARKWAY</u>							
LAKE FOREST DR TO EL PACIFICO	45	45	47.8	42.9	38-47	71.3	NO CHANGE – 85 TH PERCENTILE
EL PACIFICO TO SANTA MARIA AVE	45	45	47.8	41.6	38-47	64.5	NO CHANGE – 85 TH PERCENTILE
NORTH CITY LIMITS TO VIA LOMAS	50	50	51.2	46.2	43-52	67.4	NO CHANGE – 85 TH PERCENTILE
VIA LOMAS TO LA PAZ RD	45	45	47.3	42.6	37-46	66.7	NO CHANGE – 85 TH PERCENTILE
LA PAZ RD TO I-73 FREEWAY	45	45	46.3	40.7	37-46	71.5	NO CHANGE – 85 TH PERCENTILE
<u>NELLIE GAIL ROAD</u>							
CABOT RD TO GALLUP CIRCLE	25	-	-	-	-	-	2014 RECOMMEND ESTABLISH AS RESIDENCE DISTRICT CVC 515 *DOES NOT REQUIRE CONTINUED SPEED SURVEYS*
GALLUP CIRCLE TO BRIDLEWOOD DR	25	-	-	-	-	-	2008 ESTABLISHED AS RESIDENCE DISTRICT CVC 515 *DOES NOT REQUIRE CONTINUED SPEED SURVEYS*
BRIDLEWOOD DR TO DAPPLE GREY (N)	25	25	30.3	26.4	23-32	81.7	NO CHANGE – LIMITED SIGHT DISTANCE / RESIDENTIAL NATURE
DAPPLE GREY (N) TO OSO PKWY	30	30	34.2	30.6	27-36	86.4	NO CHANGE – 85 TH PERCENTILE
OSO PKWY TO HIDDEN TRAIL RD	25	25	29.9	25.7	23-32	82.8	NO CHANGE – 85 TH PERCENTILE
HIDDEN TRAIL RD TO LOST COLT	25	-	-	-	-	-	2008 ESTABLISHED AS RESIDENCE DISTRICT CVC 515 *DOES NOT REQUIRE CONTINUED SPEED SURVEYS*
LOST COLT TO MOULTON PKWY	30	30	32.2	27.2	23-32	76.6	NO CHANGE – 85 TH PERCENTILE

*25 = 25 MPH WHEN CHILDREN PRESENT

* DOES NOT REQUIRE CONTINUED SPEED SURVEYS*

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
OSO PARKWAY							
WEST CITY LIMITS TO MOULTON PKWY	45 WB	45	46.9	42.2	39-48	73.1	NO CHANGE - 85 TH PERCENTILE / POST EB
MOULTON PKWY TO NELLIE GAIL RD	50	50	54.8	49.2	46-55	66.9	NO CHANGE - 85 TH PERCENTILE
NELLIE GAIL RD TO BRIDLEWOOD DR	50	50	53.4	48.4	42-51	66.2	NO CHANGE - 85 TH PERCENTILE
BRIDLEWOOD DR TO I-5 FREEWAY	50	50	52.2	46.9	44-53	70.0	NO CHANGE - 85 TH PERCENTILE
PASEO DE VALENCIA							
AVENIDA DE LA CARLOTA TO EL TORO RD	35	35	37.6	33.1	28-37	74.3	NO CHANGE - 85 TH PERCENTILE
EL TORO RD TO LOS ALISOS BLVD	40	40	42.3	38.4	35-44	76.1	NO CHANGE - 85 TH PERCENTILE
LOS ALISOS BLVD TO LAGUNA HILLS DR	45	45	47.4	42.7	38-47	73.5	NO CHANGE - 85 TH PERCENTILE
LAGUNA HILLS DR TO ALICIA PKWY	45 / 25*	45	45.9	40.8	36-45	66.7	NO CHANGE - 85 TH PERCENTILE
ALICIA PKWY TO LA PAZ RD	45 / 25*	45	49.7	44.5	40-49	73.7	NO CHANGE - 85 TH PERCENTILE
LA PAZ RD TO CABOT RD	45 / 25*	45	46.9	43.7	40-49	77.2	NO CHANGE - 85 TH PERCENTILE
RAPID FALLS ROAD							
CABOT RD TO LOST TRAIL DR	25	25	31.8	28.6	25-34	84.3	NO CHANGE - LIMITED SIGHT DISTANCE / RESIDENTIAL NATURE
LOST TRAIL DR TO HIDDEN TRAIL ROAD	25	-	-	-	-	-	2008 ESTABLISHED AS RESIDENCE DISTRICT CVC 515 DOES NOT REQUIRE CONTINUED SPEED SURVEYS
RIDGE ROUTE DRIVE							
AVENIDA DE LA CARLOTA TO MOULTON PKWY	45	45	45.7	41.0	37-46	80.5	NO CHANGE - 85 TH PERCENTILE
MOULTON PKWY TO SANTA VITTORIA	45	45	46.1	40.4	37-46	65.8	NO CHANGE - 85 TH PERCENTILE

*25 MPH When Children Present, School Zone, WB = Westbound, EB = Eastbound

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
<u>SAN REMO DRIVE</u>							
SANTA VITTORIA DR TO SANTA MARIA AVE	30	30	31.5	28.2	25-34	93.6	NO CHANGE – 85 TH PERCENTILE
<u>SANTA MARIA AVENUE</u>							
SAN REMO DR TO SANTA VITTORIA DR	40 / 25*	40	41.8	37.5	32-41	77.3	NO CHANGE – 85 TH PERCENTILE
<u>SANTA VITTORIA</u>							
LAKE FOREST DR TO RIDGE ROUTE DR	30	30	32.3	29.0	25-34	88.7	NO CHANGE – 85 TH PERCENTILE
RIDGE ROUTE DR TO SANTA MARIA AVE	30 / 25*	30 / 25*	34.9	29.9	27-36	88.2	NO CHANGE – 85 TH PERCENTILE
<u>VISTA VIEJO</u>							
DEVONSHIRE RD TO EAST CITY LIMITS	30	30	32.1	28.5	25-34	88.0	NO CHANGE – 85 TH PERCENTILE

*25 MPH When Children Present, School Zone

APPENDIX A

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



ALAMEDA AVENUE

ALISO HILLS DR TO LA PAZ RD

DATE: 1/29/2020

SURVEY BY: C. BUENDIA

TIME: 1:15 PM - 2:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF EL PRADO
DATE OF SURVEY	1/29/2020
85th PERCENTILE	29.9 MPH
10 MPH PACE	22 - 31 MPH
PERCENT IN PACE	87.1 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,600
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - ALISO HILLS / EL PRADO / LA PAZ
CROSSWALKS	AT ALISO HILLS
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	"STRICT ENFORCEMENT AREA" SIGNS POSTED "WATCH DOWNHILL SPEED" SIGNS POSTED

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.58
VERTICAL CURVE	CONSTANT MODERATE UPHILL GRADE (NB)
HORIZONTAL CURVE	GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	

ADJACENT LAND USE	RESIDENTIAL (F+NF)**
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RECOMMENDED SPEED LIMIT	25 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 25 mph speed limit is within 4.9 mph of the 85th percentile speed and meets CVC standards.

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

F+NF = fronting + non-fronting

File: Alameda 2020-01

Note: City has periodic speed studies conducted, and "Strict Enforcement Area" and "Watch Downhill Speed" signs

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
ALAMEDA AVENUE
ALISO HILLS DR TO LA PAZ RD
DATE: 1/29/2020
SURVEY BY:
C. BUENDIA
TIME: 1:15 PM - 2:15 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	99.2%
38					X	99.2%
37					X	99.2%
36					X	98.4%
35					X	97.6%
34					X	97.6%
33					X	96.8%
32					X	95.2%
31					X	91.9%
30					X	85.5%
29				X		78.2%
28				X		70.2%
27			X			56.5%
26		X				43.5%
25		X				36.3%
24	X					21.8%
23	X					12.9%
22	X					8.9%
21	X					4.8%
20	X					1.6%
19	X					0.8%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 31 MPH

LOWER LIMIT 10 MPH PACE: 22 MPH

PERCENT OVER PACE: 8.1 %

PERCENT IN PACE: 87.1 %

PERCENT UNDER PACE: 4.8 %

85th PERCENTILE SPEED: 29.9 MPH

MEDIAN SPEED: 26.5 MPH

15th PERCENTILE SPEED: 23.2 MPH

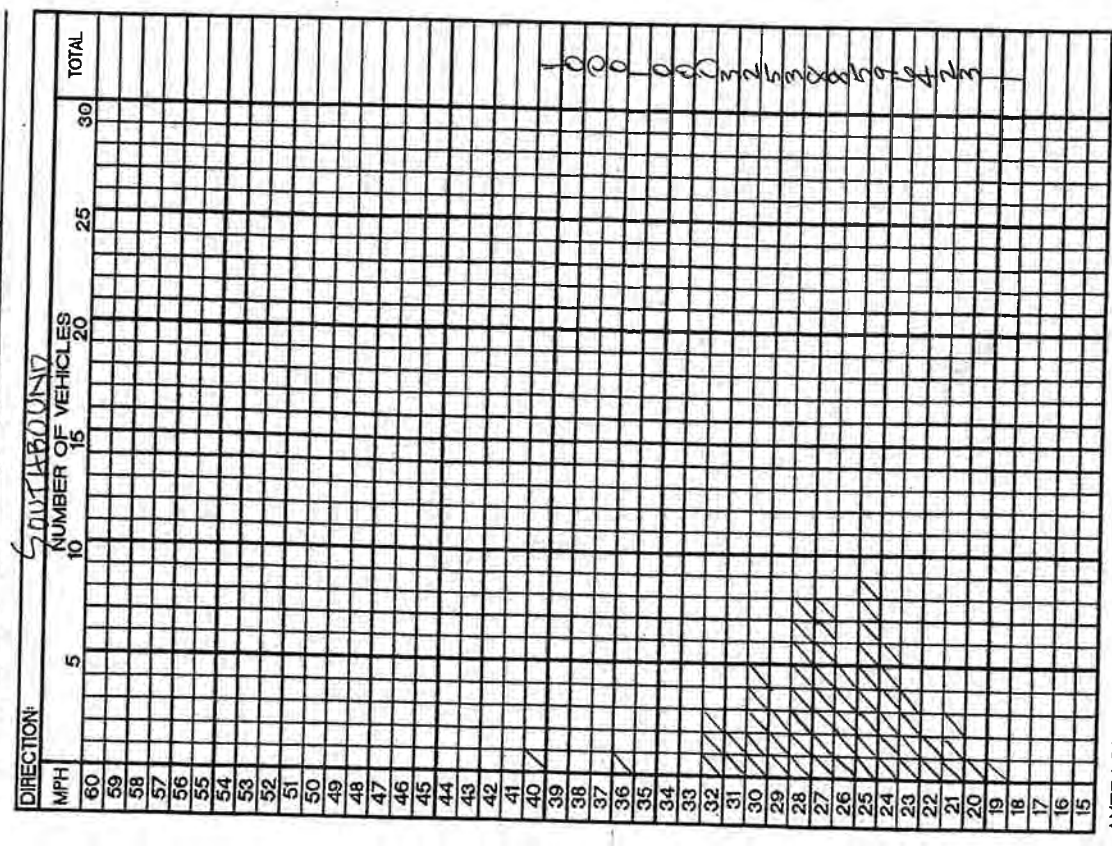
Alameda 2020-01

Radar Speed Survey Field Sheet

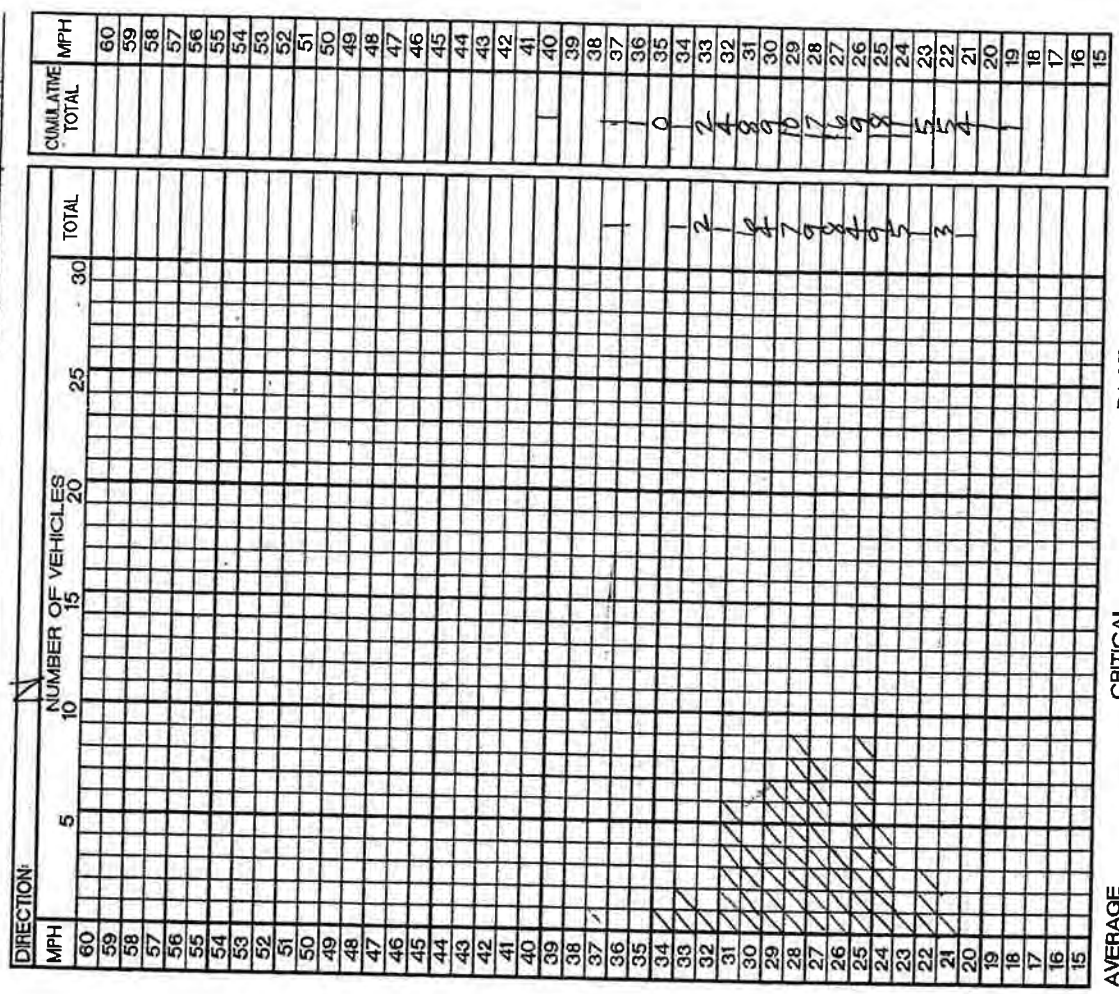
HARTZOG AND CRIBELL INC.
 Consulting Traffic Engineers
 11521 Santa Monica Boulevard, Suite 200, Los Angeles, CA 90048
 (310) 214-7400

AGENCY: CITY OF LAGUNA HILLS
 STREET: ALAMEDA AVENUE
 LOCATION: LAGUNA HILLS DR TO LA PAZ RD

WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA
 DATE: 01-29-2020
 START TIME: 1:15 PM
 END TIME: 2:15 PM 1/14



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

MPH	CUMULATIVE TOTAL
60	
59	
58	
57	
56	
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49	
48	
47	
46	
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ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI
ALICIA PARKWAY
SOUTH CITY LIMITS TO MOULTON PKWY

DATE: 11/19/2013

SURVEY BY: C. BUENDIA

TIME: 1:30 PM - 2:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF RAMONA
DATE OF SURVEY	11/19/2013
85th PERCENTILE	49.0 MPH
10 MPH PACE	42 - 51 MPH
PERCENT IN PACE	73.5 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	7
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.14 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	43,100
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / RAMONA
CROSSWALKS	AT MOULTON / RAMONA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.23
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUA "S" CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF)**
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
This recommended 45 mph is within 2.3 mph of the 85th percentile speed and meets CVC standards.	

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: Alicia 2013-02

F+NF = fronting + non-fronting

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
ALICIA PARKWAY
DATE: 1/29/2020
TIME: 12:10 PM - 12:50 PM
SOUTH CITY LIMITS TO MOULTON PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	99.4%
57					X	98.9%
56					X	98.3%
55					X	98.3%
54					X	97.7%
53					X	96.6%
52					X	96.6%
51					X	95.4%
50					X	94.9%
49					X	92.6%
48					X	88.0%
47					X	84.0%
46					X	78.9%
45					X	74.9%
44					X	67.4%
43					X	60.6%
42					X	50.3%
41					X	42.3%
40					X	36.0%
39					X	25.7%
38					X	23.4%
37					X	18.3%
36					X	15.4%
35					X	13.1%
34					X	7.4%
33					X	4.6%
32					X	3.4%
31					X	2.3%
30					X	1.1%
29					X	0.0%
28					X	0.0%
27					X	0.0%
26					X	0.0%
25					X	0.0%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 7.4 %

PERCENT IN PACE: 66.9 %

PERCENT UNDER PACE: 25.7 %

85th PERCENTILE SPEED: 47.3 MPH

MEDIAN SPEED: 42.0 MPH

15th PERCENTILE SPEED: 35.8 MPH

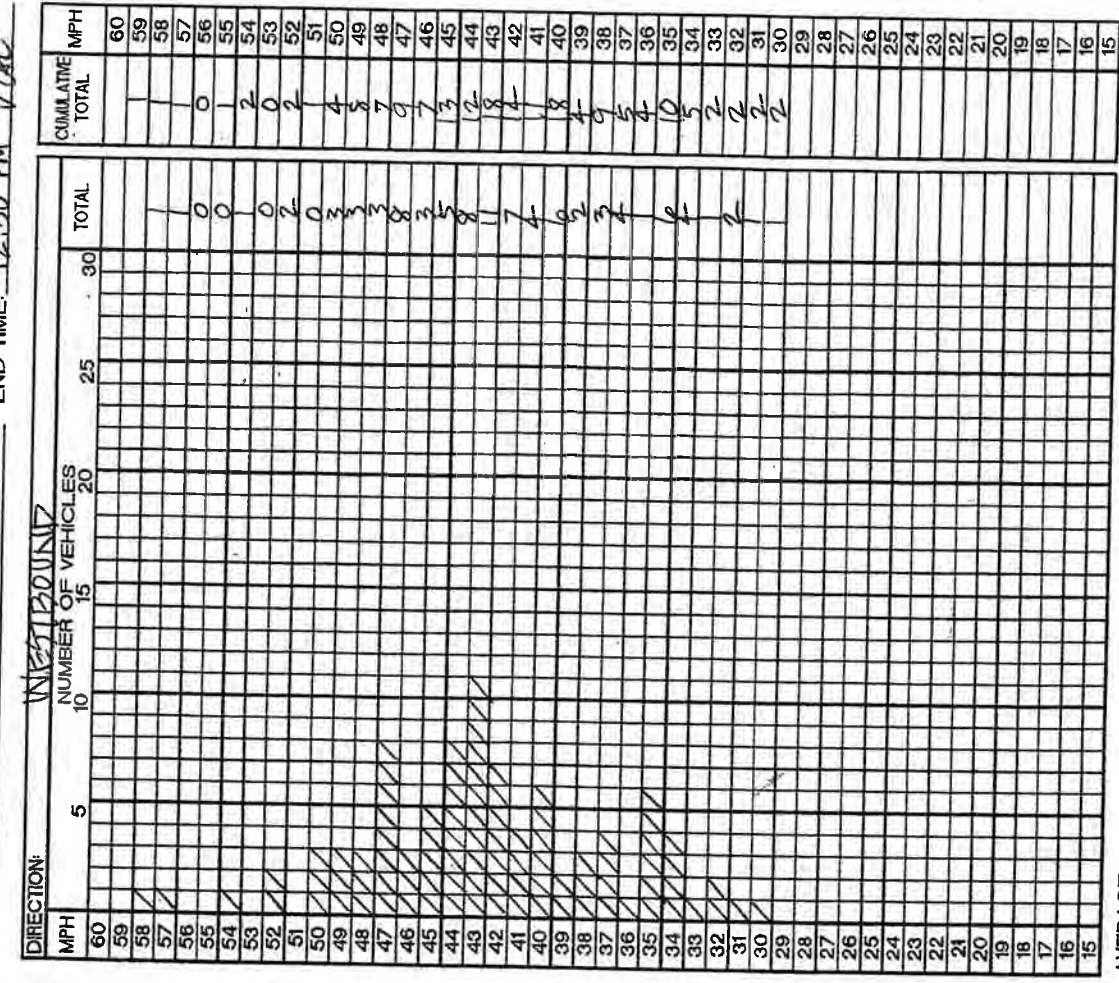
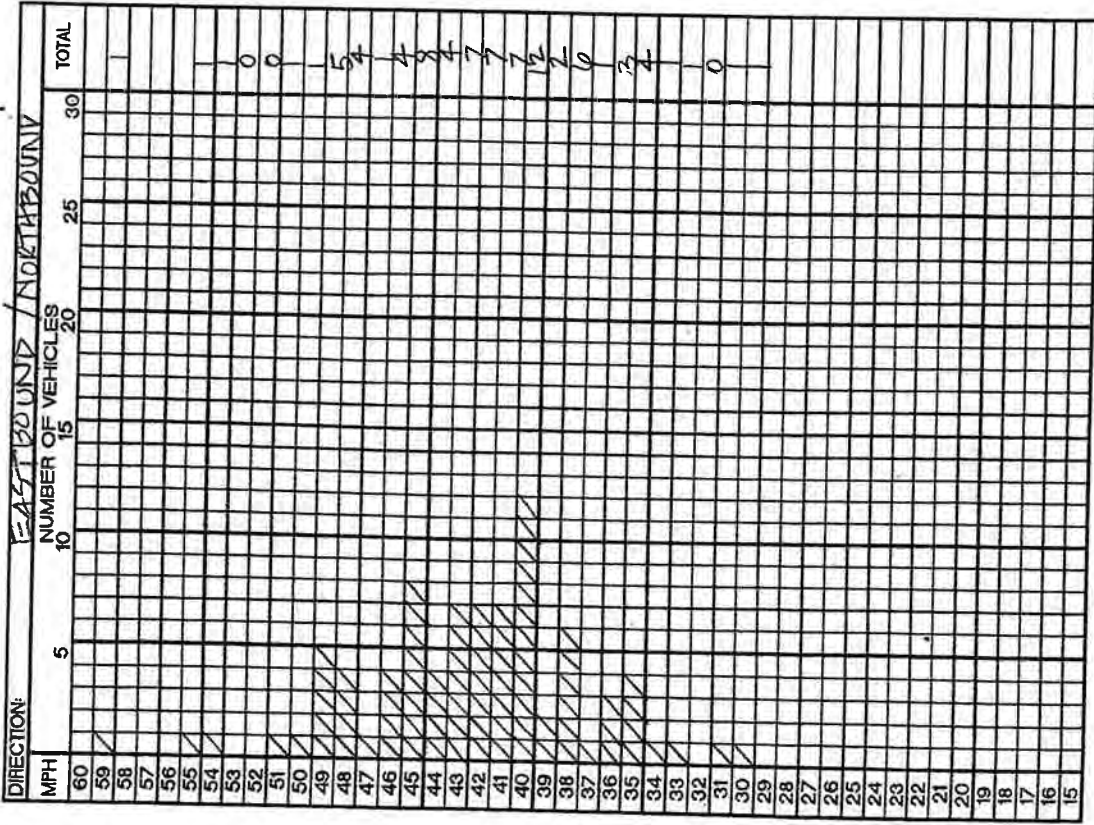
Alicia 2020-02

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 11591 Lake Blvd., Suite 100, San Jose, CA 95135
 (415) 231-9403

AGENCY: CITY OF LAKEVIEW HILLS
 STREET: ALICIA PARKWAY
 LOCATION: SOUTH CITY LIMIT TO MOUNTAIN PARK

WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA
 DATE: 01-29-2020
 START TIME: 12:10 PM
 END TIME: 12:50 PM



AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**ALICIA PARKWAY****MOULTON PKWY TO PASEO DE VALENCIA**

DATE: 11/19/2013

SURVEY BY: C. BUENDIA

TIME: 1:00 PM - 1:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF ALISO HILLS
DATE OF SURVEY	11/19/2013
85th PERCENTILE	48.2 MPH
10 MPH PACE	38 - 47 MPH
PERCENT IN PACE	63.6 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	21
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.08 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	44,500
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / ALISO HILLS / COMMUNITY CTR / PASEO DE VALENCIA
CROSSWALKS	AT MOULTON / ALISO HILLS / COMMUNITY CTR (sch) / PASEO DE VALENCIA (sch)
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS
	RxR XING

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.74
VERTICAL CURVE	SLIGHT UPHILL GRADES (EB)
HORIZONTAL CURVE	GRADUAL - MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (NF)** / COMMERCIAL / REGIONAL PARK / COMMUNITY CENTER
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 45 mph speed limit is within 3.2 mph of the 85th percentile speed and meets CVC standards.

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: Alicia 2013-03

F+NF = fronting + non-fronting

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
ALICIA PARKWAY
DATE: 1/29/2020
TIME: 11:30 AM - 12:00 PM
MOULTON PKWY TO PASEO DE VALENCIA
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	99.0%
53					X	98.5%
52					X	97.0%
51					X	91.0%
50					X	89.5%
49					X	86.0%
48					X	79.5%
47					X	73.0%
46					X	67.5%
45					X	62.0%
44					X	53.0%
43					X	46.0%
42					X	43.0%
41					X	35.0%
40					X	31.0%
39					X	23.0%
38					X	18.5%
37					X	13.5%
36					X	7.5%
35					X	5.5%
34					X	3.0%
33					X	2.0%
32					X	0.5%
31					X	0.5%
30					X	0.5%
29					X	0.0%
28					X	0.0%
27					X	0.0%
26					X	0.0%
25					X	0.0%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 14.0 %

PERCENT IN PACE: 63.0 %

PERCENT UNDER PACE: 23.0 %

85th PERCENTILE SPEED: 48.8 MPH

MEDIAN SPEED: 43.6 MPH

15th PERCENTILE SPEED: 37.3 MPH

Alicia 2020-03

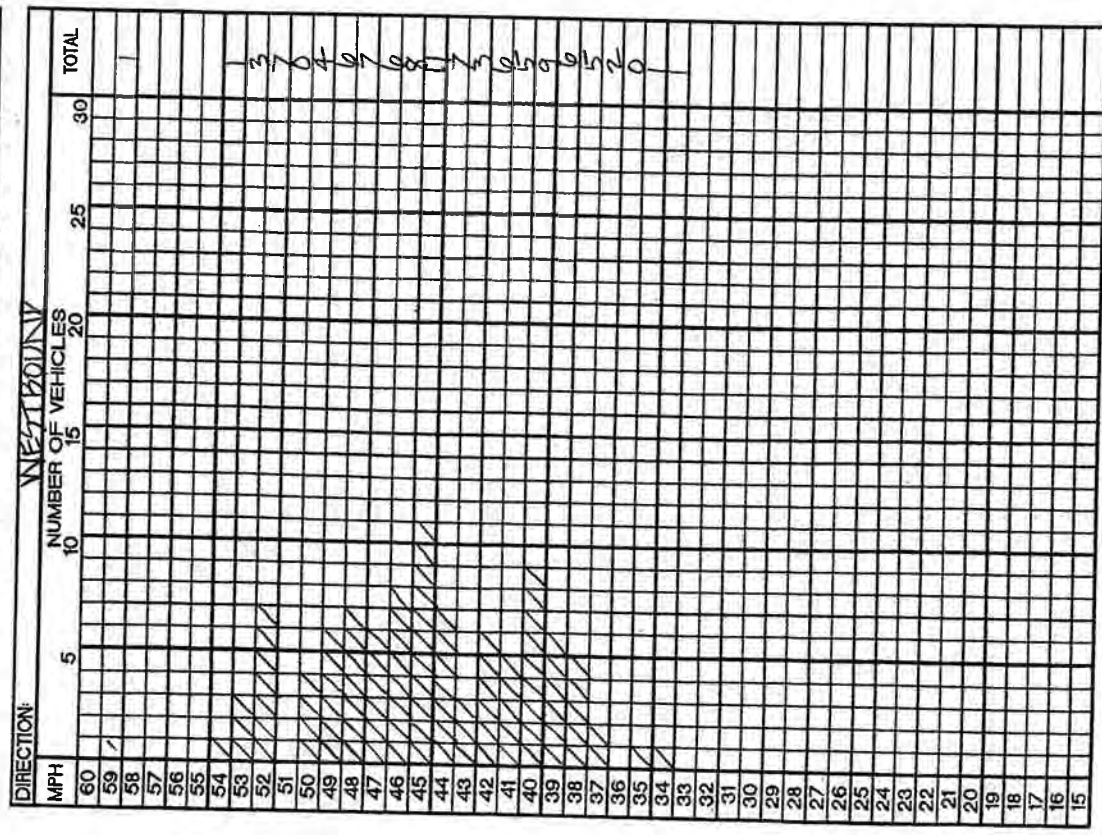
Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11991 Loma Blvd., Suite 122, Loma, CA 92659
(714) 731-8555

AGENCY: CITY OF LAGUNA HILLS
STREET: ALICIA PARKWAY
LOCATION: MOULTON PKWY TO PASO DE VALENCIA

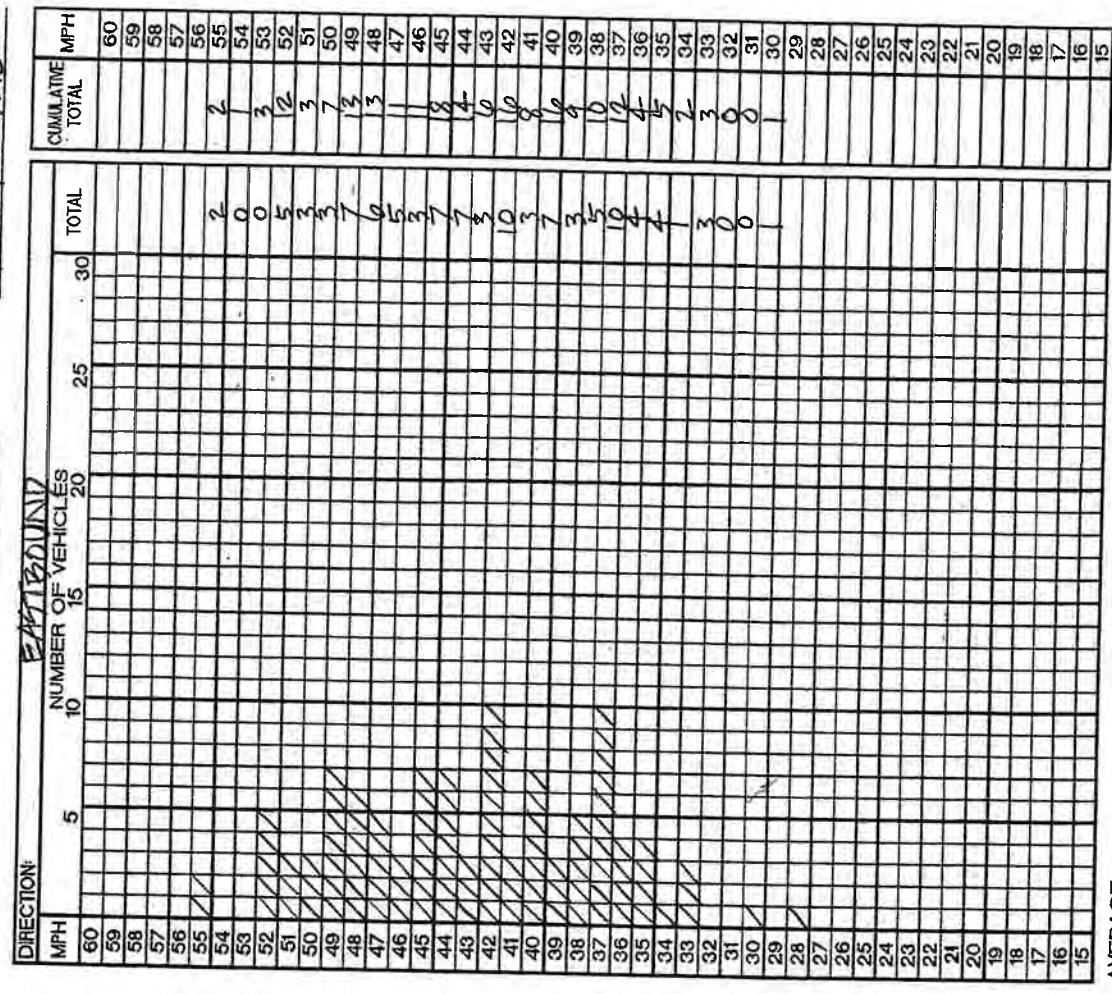
WEATHER: SUNNY
ROAD CONDITION: DRY
OBSERVER: CATHY BUENDIA

DATE: 01-29-2020
START TIME: 11:30 AM
END TIME: 12:00 PM



AVERAGE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

PACE SPEED: _____



AVERAGE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

PACE SPEED: _____

CUMULATIVE TOTAL	MPH
2	60
3	59
12	58
3	57
3	56
7	55
13	54
3	53
3	52
7	51
13	50
13	49
1	48
1	47
1	46
8	45
4	44
10	43
10	42
8	41
10	40
9	39
10	38
10	37
12	36
15	35
2	34
3	33
3	32
0	31
0	30
1	29
	28
	27
	26
	25
	24
	23
	22
	21
	20
	19
	18
	17
	16
	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



ALICIA PARKWAY

PASEO DE VALENCIA TO COSTEAU DR

DATE: 1/29/2020

SURVEY BY: C. BUENDIA

TIME: 10:45 AM - 11:15 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF WILKES
DATE OF SURVEY	1/29/2020
85th PERCENTILE	49.0 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	70.2 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	20
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.04 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	51,200
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - PASEO DE VALENCIA / WILKES / COSTEAU
CROSSWALKS	AT PASEO DE VALENCIA (sch) / WILKES (sch) / COSTEAU
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.65
VERTICAL CURVE	SLIGHT UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (NF)** / COMMERCIAL
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	The recommended 45 mph speed limit is within 4.0 mph of the 85th percentile speed and meets CVC standards.
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** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: Alicia 2020-04

F+NF = fronting + non-fronting

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

ALICIA PARKWAY
DATE: 1/29/2020
TIME: 10:45 AM - 11:15 AM
PASEO DE VALENCIA TO COSTEAU DR
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	98.9%
54					X	98.3%
53					X	97.2%
52					X	95.0%
51					X	91.7%
50					X	87.3%
49					X	85.1% }PACE
48					X	78.5% }PACE ---85PCT
47					X	72.4% }PACE
46					X	68.0% }PACE
45					X	61.3% }PACE
44					X	51.9% }PACE
43					X	43.1% }PACE ----MEAN
42					X	38.1% }PACE
41					X	28.7% }PACE
40					X	24.3% }PACE
39					X	14.9% ---15PCT
38					X	13.3%
37					X	8.8%
36					X	7.7%
35					X	5.0%
34					X	2.8%
33					X	1.7%
32					X	1.7%
31					X	0.0%
30					X	0.0%
29					X	0.0%
28					X	0.0%
27					X	0.0%
26					X	0.0%
25					X	0.0%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH
LOWER LIMIT 10 MPH PACE: 40 MPH
PERCENT OVER PACE: 14.9 %
PERCENT IN PACE: 70.2 %
PERCENT UNDER PACE: 14.9 %
85th PERCENTILE SPEED: 49.0 MPH
MEDIAN SPEED: 43.8 MPH
15th PERCENTILE SPEED: 39.0 MPH

Alicia 2020-04

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
COUNTY TRAIL ENGINEERS
11591 Lake Blvd., Suite 122, Lake CA 92650
(714) 731-5105

AGENCY: CITY OF LAKELAND HILLS
STREET: ALICIA PARKWAY
LOCATION: PASSED DE VALENCIA TO COSTEAU DR.

WEATHER: SUNNY

ROAD CONDITION: DRY

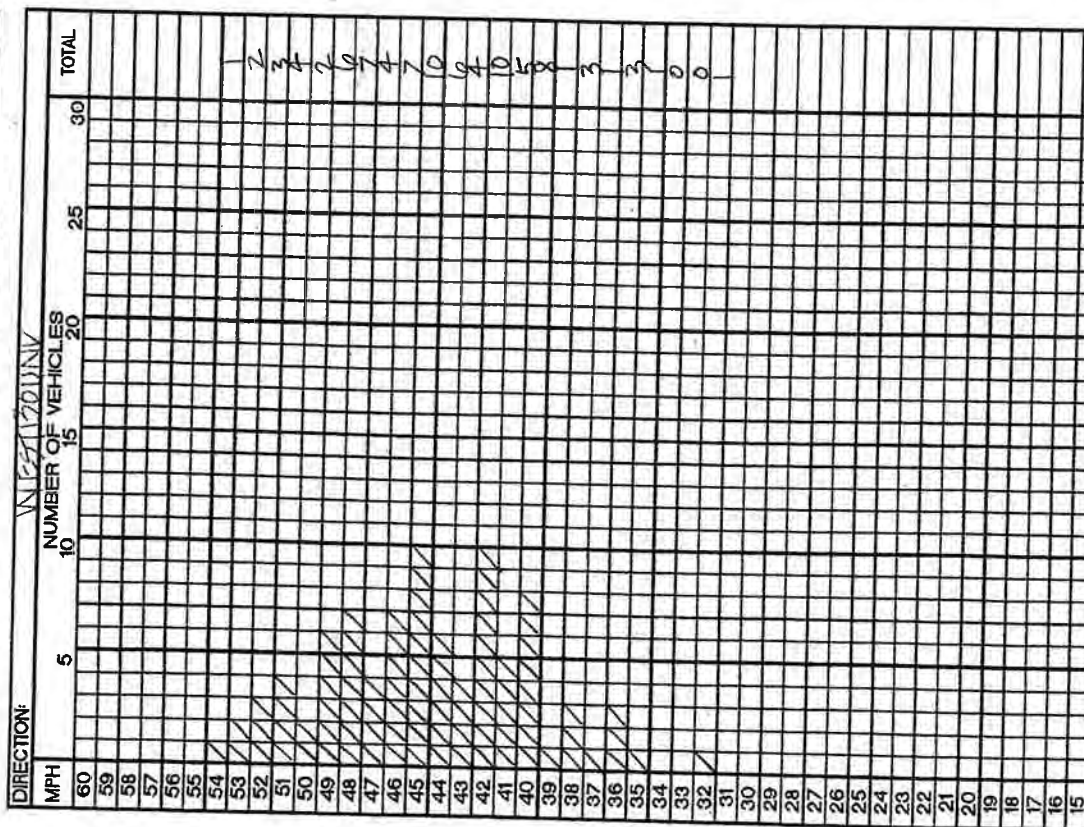
OBSERVER: CATHY BUENDIA

DATE: 01-29-2020

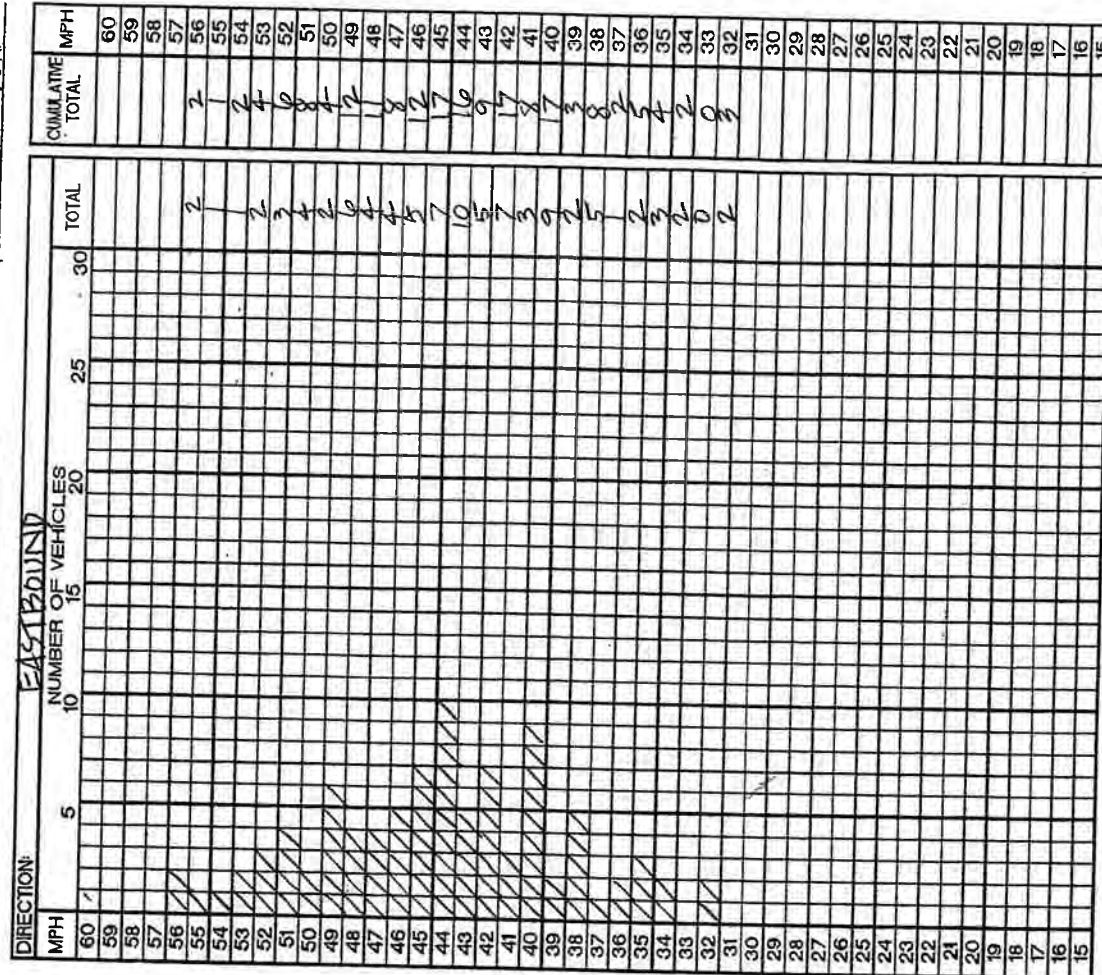
START TIME: 10:45 AM

END TIME: 11:15 AM

VLM



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS): _____



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

CUMULATIVE TOTAL	MPH
2	60
1	59
2	58
2	57
2	56
2	55
2	54
2	53
2	52
2	51
2	50
2	49
2	48
2	47
2	46
2	45
2	44
2	43
2	42
2	41
2	40
2	39
2	38
2	37
2	36
2	35
2	34
2	33
2	32
2	31
2	30
2	29
2	28
2	27
2	26
2	25
2	24
2	23
2	22
2	21
2	20
2	19
2	18
2	17
2	16
2	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



ALICIA PARKWAY

COSTEAU DR TO I-5 FREEWAY

DATE: 1/29/2020

SURVEY BY: C. BUENDIA

TIME: 10:15 AM - 10:45 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF HON
DATE OF SURVEY	1/29/2020
85th PERCENTILE	42.7 MPH
10 MPH PACE	34 - 43 MPH
PERCENT IN PACE	72.4 %
POSTED SPEED LIMIT	40 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	7
TOTAL ACCIDENTS	27
ANNUAL ACCIDENT RATE	3.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.50 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	53,300
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - COSTEAU / HON / I-5 FWY SB
CROSSWALKS	AT COSTEAU / HON / I-5 FWY SB
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS DENSE TRAFFIC NEAR FWY

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.36
VERTICAL CURVE	SLIGHT-GRADUAL UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "C" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND SHORT DISTANCE BTWN INTERSECTIONS

ADJACENT LAND USE	RESIDENTIAL (NF)** / COMMERCIAL / I-5 FWY
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 40 mph speed limit is within 2.7 mph of the 85th percentile speed and meets CVC standards.

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)
F+NF = fronting + non-fronting

File: Alicia 2020-05

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
ALICIA PARKWAY
DATE: 1/29/2020
TIME: 10:15 AM - 10:45 AM
COSTEAU DR TO I-5 FREEWAY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	98.0%
45					X	94.7%
44					X	89.5%
43					X	86.8% }PACE
42				X		81.6% }PACE -- -85PCT
41				X		73.7% }PACE
40				X		64.5% }PACE
39			X			57.9% }PACE
38			X			52.0% }PACE
37		X				43.4% }PACE ---MEAN
36		X				37.5% }PACE
35		X				28.3% }PACE
34		X				18.4% }PACE
33		X				14.5% ---15PCT
32	X					11.8%
31	X					5.9%
30	X					5.3%
29	X					2.0%
28	X					2.0%
27	X					1.3%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 43 MPH

LOWER LIMIT 10 MPH PACE: 34 MPH

PERCENT OVER PACE: 13.2 %

PERCENT IN PACE: 72.4 %

PERCENT UNDER PACE: 14.5 %

85th PERCENTILE SPEED: 42.7 MPH

MEDIAN SPEED: 37.8 MPH

15th PERCENTILE SPEED: 33.1 MPH

Alicia 2020-05

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17592 Arroyo Blvd., Suite 172 Folsom CA. 95689
(711) 231-9455

AGENCY: CITY OF LAGUNA HILLS

STREET: ALICIA PARKWAY

LOCATION: COSTEAN DR. TO I-5 FWY

WEATHER: SUNNY

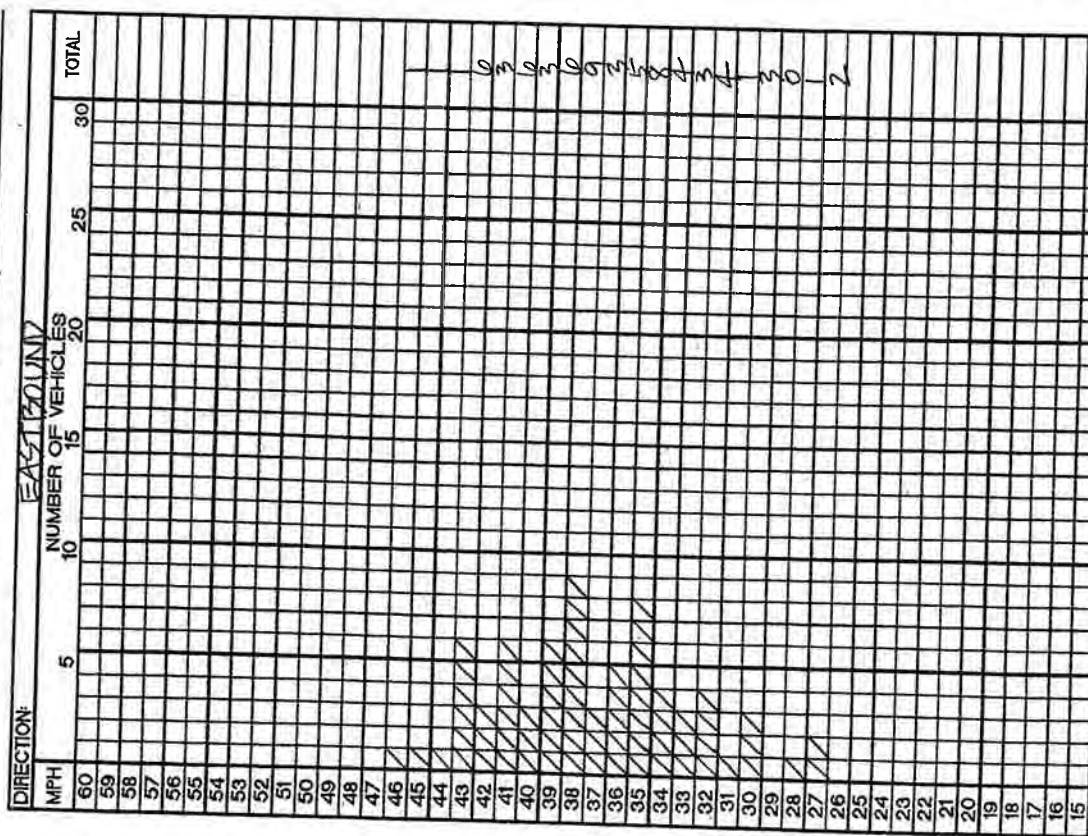
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 01-29-2020

START TIME: 10:15 AM

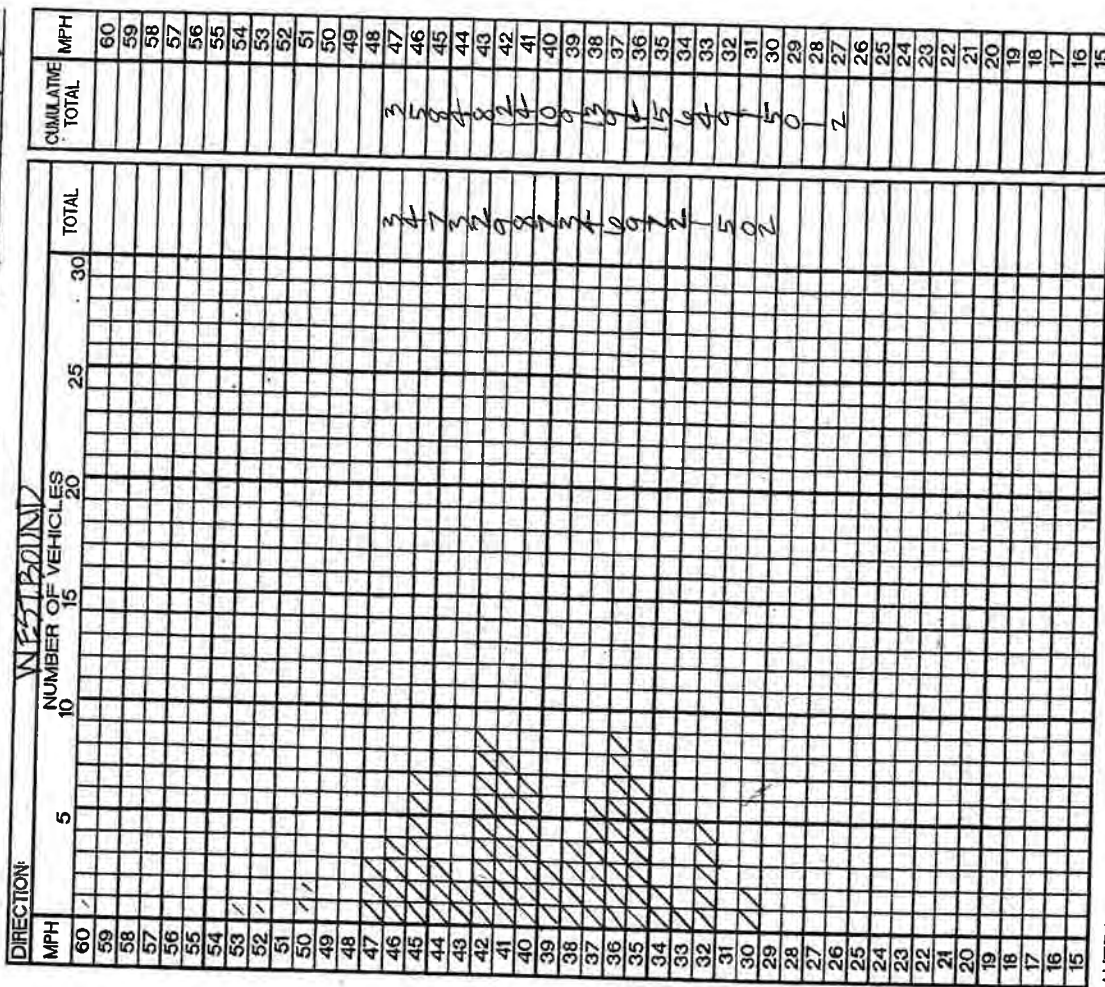
END TIME: 10:45 AM ✓



**AVERAGE
SPEED:**

**CRITICAL
SPEED:**

CUMULATIVE (BOTH DIRECTIONS)



**AVERAGE
SPEED:**

**CRITICAL
SPEED:**

PACE
SPEED:

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**ALISO HILLS DRIVE****ALICIA PKWY TO ALAMEDA AVE**

DATE: 3/16/2020

SURVEY BY: C. BUENDIA

TIME: 10:45 AM - 11:30 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF EL SEGUNDO
DATE OF SURVEY	3/16/2020
85th PERCENTILE	38.0 MPH
10 MPH PACE	31 - 40 MPH
PERCENT IN PACE	91.0 %
POSTED SPEED LIMIT	35 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,900
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - ALICIA, STOP - ALAMEDA
CROSSWALKS	AT ALICIA / ALAMEDA
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	"WATCH DOWNHILL SPEEDS" SIGNS POSTED

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.56
VERTICAL CURVE	CONSTANT MODERATE UPHILL GRADES (EB)
HORIZONTAL CURVE	SEVERAL GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE	RESIDENTIAL (NF)**
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RECOMMENDED SPEED LIMIT	35 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
The recommended 35 mh speed limit is within 3.0 mph of the 85th percentile speed and meets CVC standards.

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)
 F+NF = fronting + non-fronting

File: Aliso Hills 2020-06

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
ALISO HILLS DRIVE
DATE: 3/16/2020
TIME: 10:45 AM - 11:30 AM
ALICIA PKWY TO ALAMEDA AVE
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	98.9%
42					X	97.8%
41					X	97.8%
40					X	96.6%
39					X	92.1%
38					X	85.4%
37				X	X	71.9%
36			X	X	X	60.7%
35			X			48.3%
34		X				33.7%
33	X					20.2%
32	X					13.5%
31	X					9.0%
30	X					5.6%
29	X					2.2%
28	X					1.1%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 40 MPH

LOWER LIMIT 10 MPH PACE: 31 MPH

PERCENT OVER PACE: 3.4 %

PERCENT IN PACE: 91.0 %

PERCENT UNDER PACE: 5.6 %

85th PERCENTILE SPEED: 38.0 MPH

MEDIAN SPEED: 35.1 MPH

15th PERCENTILE SPEED: 32.2 MPH

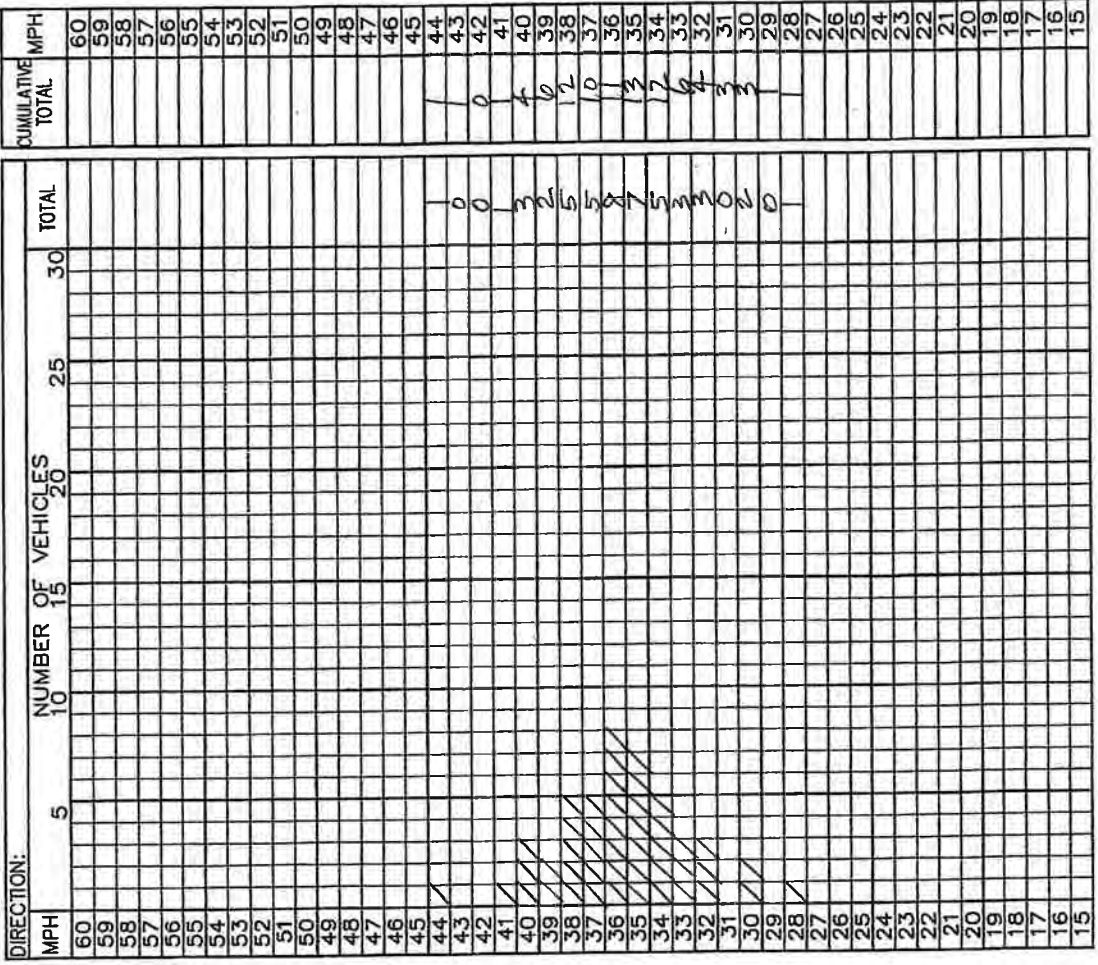
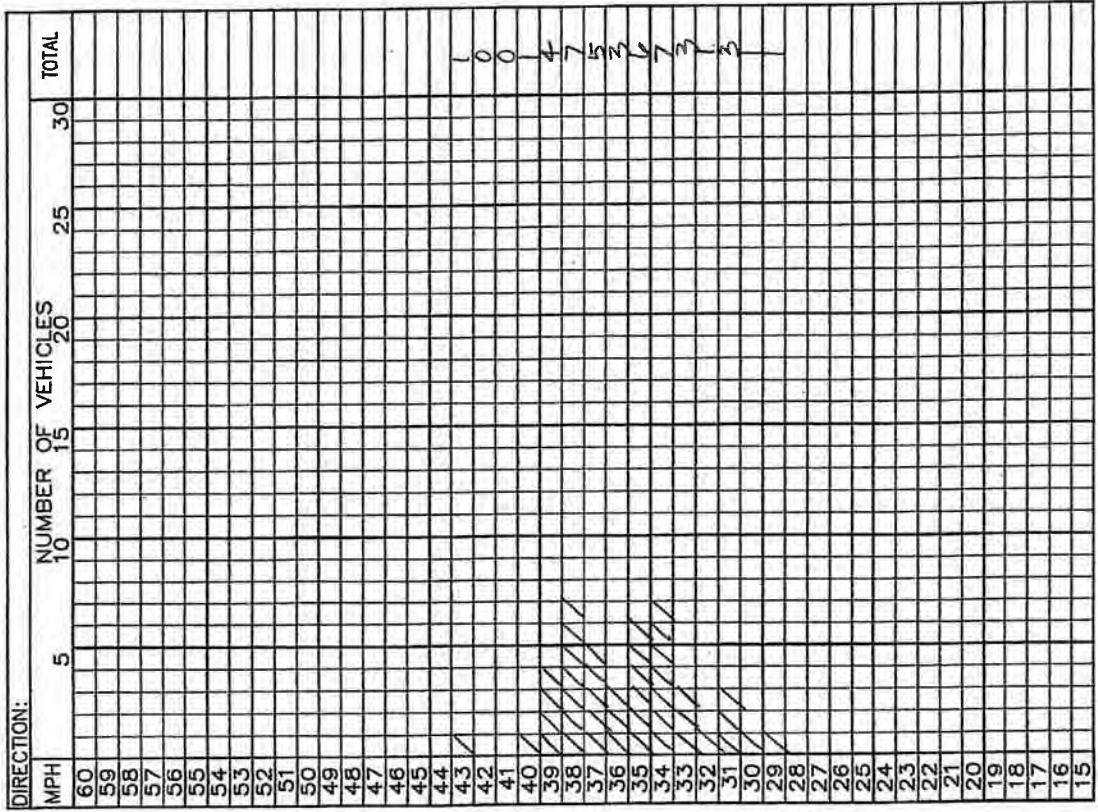
Aliso Hills 2020-06

Radar Speed Survey Field Sheet

Consulting Traffic Engineers
 310 Overland Way, Suite 200
 714.311.0455 for Northridge
 www.hartsoninc.com

AGENCY: CITY OF LAGUNA HILLS
 STREET: ALISO HILLS DRIVE
 LOCATION: ALICIA PARK TO ALAMEDA AVE

WEATHER: SUNNY DATE: 03-16-2020
 ROAD CONDITION: Dry START TIME: 10:45 AM
 OBSERVER: Cathy Buendia END TIME: 11:30 AM VAD



ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



ALISO HILLS DRIVE

ALAMEDA AVE TO LA PAZ RD

DATE: 3/16/2020

SURVEY BY: C. BUENDIA

TIME: 10:00 AM - 10:45 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF EL SEGUNDO
DATE OF SURVEY	3/16/2020
85th PERCENTILE	39.3 MPH
10 MPH PACE	30 - 39 MPH
PERCENT IN PACE	75.4 %
POSTED SPEED LIMIT	35 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	5
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,600
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LA PAZ, STOP - ALAMEDA
CROSSWALKS	AT ALAMEDA / LA PAZ
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	FEW ON-STREET PARKING NEAR PARK

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.46
VERTICAL CURVE	CONSTANT UPHILL GRADES (EB)
HORIZONTAL CURVE	SEVERAL GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED-FAIR SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE	RESIDENTIAL (NF)** / PARK (at Alameda)
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RECOMMENDED SPEED LIMIT	35 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 35 mph speed limit is within 4.3 mph of the 85th percentile speed and meets CVC standards.

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)
F+NF = fronting + non-fronting

File: Aliso Hills 2020-07

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

ALISO HILLS DRIVE
DATE: 3/16/2020
TIME: 10:00 AM - 10:45 AM
ALAMEDA AVE TO LA PAZ RD
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	99.3%
45					X	98.5%
44					X	96.3%
43					X	95.5%
42					X	95.5%
41					X	91.8%
40					X	88.1%
39				X		83.6% }PACE ---85PCT
38				X		79.9% }PACE
37				X		74.6% }PACE
36				X		70.1% }PACE
35				X		60.4% }PACE
34			X			47.8% }PACE ---MEAN
33		X				32.8% }PACE
32		X				26.9% }PACE
31		X				18.7% }PACE
30		X				14.9% }PACE ---15PCT
29	X					8.2%
28	X					5.2%
27	X					5.2%
26	X					3.7%
25	X					3.7%
24	X					2.2%
23	X					2.2%
22	X					1.5%
21	X					0.7%
20	X					0.7%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 39 MPH

LOWER LIMIT 10 MPH PACE: 30 MPH

PERCENT OVER PACE: 16.4 %

PERCENT IN PACE: 75.4 %

PERCENT UNDER PACE: 8.2 %

85th PERCENTILE SPEED: 39.3 MPH

MEDIAN SPEED: 34.2 MPH

15th PERCENTILE SPEED: 30.0 MPH

Aliso Hills 2020-07

Radar Speed Survey Field Sheet

Consulting Traffic Engineers
 311 Cleveland Way, Suite 204
 San Francisco, CA 94103
 Tel: (415) 774-1100 Fax: (415) 774-1101
 www.haystackinc.com

AGENCY: CITY OF LAGUNA HILLS

STREET: ALISO HILLS AVENUE

LOCATION: ALAMEDA AVE TO LA PAZ RD

WEATHER: SUNNY

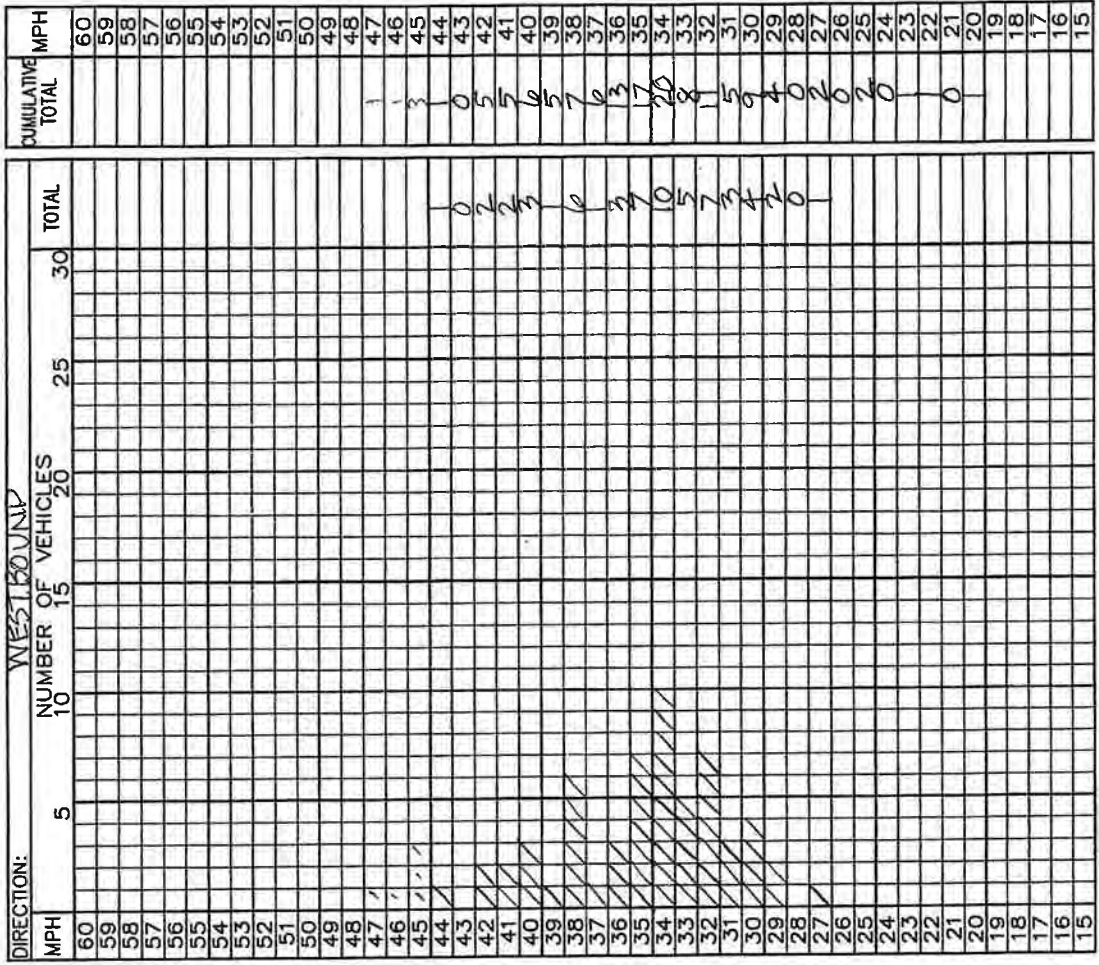
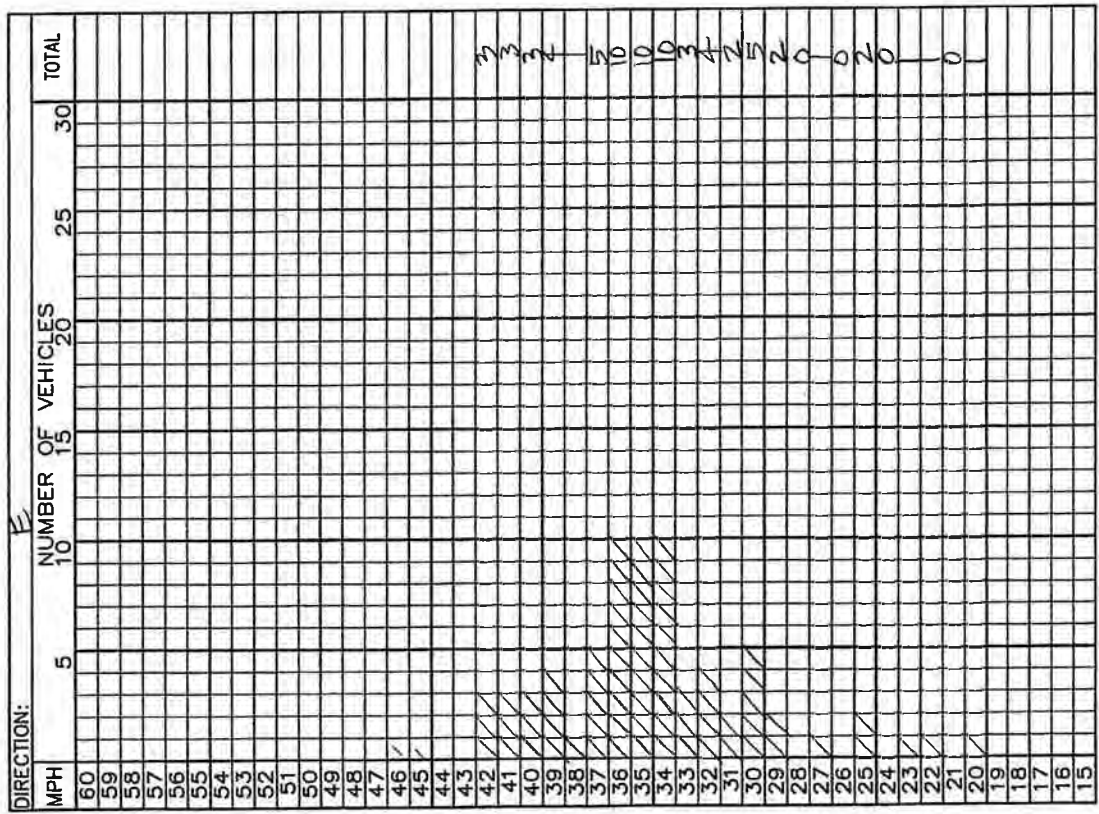
ROAD CONDITION: DRY

OBSERVER: Cathy Buendia

DATE: 03-16-2020

START TIME: 10:00 AM

END TIME: 10:45 AM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

CUMULATIVE (BOTH DIRECTIONS)

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



AVENIDA DE LA CARLOTA

LAKE FOREST DR TO RIDGE ROUTE DR

DATE: 1/15/2020

SURVEY BY: C. BUENDIA

TIME: 11:30 AM - 12:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF PLAZA
DATE OF SURVEY	1/15/2020
85th PERCENTILE	49.4 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	61.3 %
POSTED SPEED LIMIT	45 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	9,700
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LAKE FOREST / RIDGE ROUTE
CROSSWALKS	AT LAKE FOREST / RIDGE ROUTE
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME ENTIRE BLOCK
OTHER	NO SHOULDERS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.75
VERTICAL CURVE	GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	SHARP-GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED-FAIR SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (SB) - PARTIAL / FEW (NB)
STREET LIGHTING	YES
OTHER	2 WAY LEFT TURN & PAINTED ISLAND
ADJACENT LAND USE	COMMERCIAL / I-5 FWY
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 45 mph speed limit is within 4.4 mph of the 85th percentile speed and meets CVC standards.	

File: Avd De La Carlota 2020-08

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
AVENIDA DE LA CARLOTA
DATE: 1/15/2020
TIME: 11:30 AM - 12:15 PM
LAKE FOREST DR TO RIDGE ROUTE DR
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	98.8%
57					X	98.2%
56					X	98.2%
55					X	96.9%
54					X	96.9%
53					X	95.7%
52					X	93.9%
51					X	90.2%
50					X	89.0%
49				X		82.8% }PACE ---85PCT
48				X		76.7% }PACE
47				X		70.6% }PACE
46			X			65.6% }PACE
45			X			60.7% }PACE
44			X			54.0% }PACE
43			X			49.7% }PACE ---MEAN
42		X				42.9% }PACE
41		X				36.2% }PACE
40		X				31.3% }PACE
39	X					21.5%
38	X					15.3%
37	X					9.8% ---15PCT
36	X					8.6%
35	X					6.7%
34	X					1.8%
33	X					1.8%
32	X					0.6%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 23.3 %

PERCENT IN PACE: 61.3 %

PERCENT UNDER PACE: 21.5 %

85th PERCENTILE SPEED: 49.4 MPH

MEDIAN SPEED: 43.1 MPH

15th PERCENTILE SPEED: 37.9 MPH

1 De La Carlota 2020-08

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 11593 John Rd., Suite 121, Irvine, CA 92618
 (714) 731-9455

AGENCY: CITY OF LAGUNA DATE: 01-15-2020
 STREET: AVENIDA DE LA CARLOTA ROAD CONDITION: DRY START TIME: 11:30 AM
 LOCATION: LAKE FOREST DR TO RIDGE ROUTE DR OBSERVER: CATHY BUENDIA END TIME: 12:15 PM JML

DIRECTION: <u>SOUTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	
MPH	5	10	15	20	25	30	
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
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25							
24							
23							
22							
21							
20							
19							
18							
17							
16							
15							

DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	
MPH	5	10	15	20	25	30	
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							
15							

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



AVENIDA DE LA CARLOTA

RIDGE ROUTE DR TO PASEO DE VALENCIA

DATE: 1/15/2020

SURVEY BY: C. BUENDIA

TIME: 10:45 AM - 11:30 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF PASEO DE VALENCIA
DATE OF SURVEY	1/15/2020
85th PERCENTILE	42.6 MPH
10 MPH PACE	35 - 44 MPH
PERCENT IN PACE	85.5 %
POSTED SPEED LIMIT	40 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	3
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.14 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	27,800
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - RIDGE ROUTE / VIA PUERTA / PASEO DE VALENCIA / EL TORO
CROSSWALKS	AT RIDGE ROUTE / PASEO DE VALENCIA / EL TORO
PEDESTRIAN/BICYCLES	NO / NO
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	NO SHOULDERS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.70
VERTICAL CURVE	GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	SHARP-GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED-FAIR SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (SB) - PARTIAL / FEW (NB)
STREET LIGHTING	YES
OTHER	2 WAY LEFT TURN & PAINTED ISLAND DENSE TRAFFIC FROM PDV TO EL TORO

ADJACENT LAND USE	COMMERCIAL / I-5 FWY SB OFF (at PDV)
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 40 mph speed limit is within 2.6 mph of the 85th percentile speed and meets CVC standards.	

* 25 MPH When Children Present, School Zone

File: Avd De La Carlota 2020-09

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
AVENIDA DE LA CARLOTA
RIDGE ROUTE DR TO PASEO DE VALENCIA
DATE: 1/15/2020
SURVEY BY:
C. BUENDIA
TIME: 10:45 AM - 11:30 AM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	99.4%
48					X	99.4%
47					X	98.8%
46					X	98.2%
45					X	95.8%
44					X	92.8% }PACE
43				X		87.3% }PACE
42				X		81.9% }PACE ---85PCT
41			X			68.7% }PACE
40			X			55.4% }PACE
39		X				39.8% }PACE ---MEAN
38		X				29.5% }PACE
37	X					20.5% }PACE
36	X					16.3% }PACE
35	X					13.3% }PACE ---15PCT
34	X					7.2%
33	X					5.4%
32	X					3.6%
31	X					1.2%
30	X					1.2%
29	X					1.2%
28	X					0.6%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH

LOWER LIMIT 10 MPH PACE: 35 MPH

PERCENT OVER PACE: 7.2 %

PERCENT IN PACE: 85.5 %

PERCENT UNDER PACE: 7.2 %

85th PERCENTILE SPEED: 42.6 MPH

MEDIAN SPEED: 39.7 MPH

15th PERCENTILE SPEED: 35.6 MPH

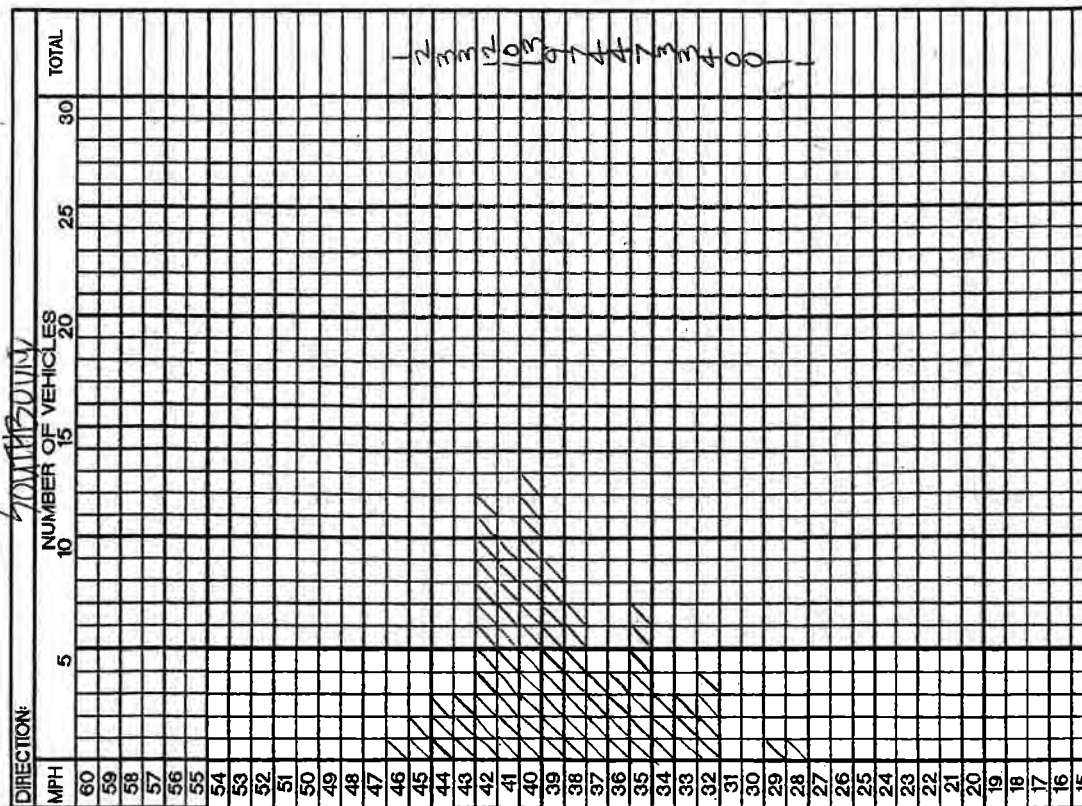
J De La Carlota 2020-09

Radar Speed Survey Field Sheet

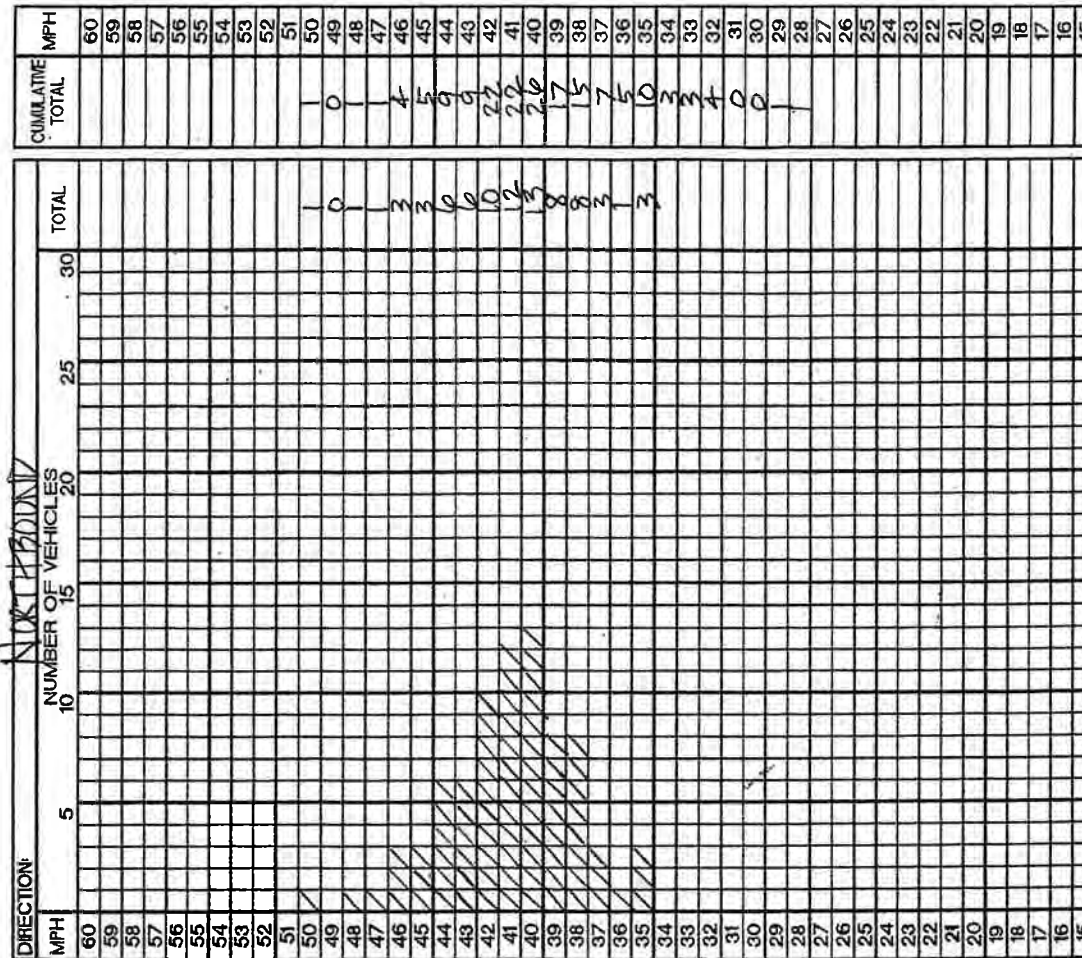
HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17592 Krebs Blvd., Suite 122 Irvine CA 92660
(714) 731-9455

AGENCY: CITY OF WARENA HILLS
STREET: AVENIDA DE LA CARLOTA
LOCATION: RIDGE ROUTE DR TO PASO DE VALENCIA

WEATHER: SUNNY DATE: 01-15-2020
ROAD CONDITION: DRY START TIME: 10:45 AM
OBSERVER: CATHY BUENDIA END TIME: 11:30 AM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED:	CRITICAL SPEED:	PACE SPEED:

3.4.a

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



AVENIDA DE LA CARLOTA

PASEO DE VALLENCIA TO LOS ALISOS BL

DATE: 1/15/2020

SURVEY BY: C. BUENDIA

TIME: 10:00 AM - 10:30 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF PLAZA LN
DATE OF SURVEY	1/15/2020
85th PERCENTILE	43.1 MPH
10 MPH PACE	35 - 44 MPH
PERCENT IN PACE	81.9 %
POSTED SPEED LIMIT	40 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	11
TOTAL ACCIDENTS	43
ANNUAL ACCIDENT RATE	5.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	1.27 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	15,800
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - PASEO DE VALENCIA / EL TORO / PLAZA LN / LOS ALISOS / OAKBROOK VILLAGE
CROSSWALKS	AT PASEO DE VALENCIA / EL TORO / PLAZA LN / LOS ALISOS / OAKBROOK VILLAGE
PEDESTRIAN/BICYCLES	FEW / FEW
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.75
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (Areas of slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (SB) - NO/ FEW (NB)
STREET LIGHTING	YES
OTHER	PAINTED ISLAND NO SHOULDERS

ADJACENT LAND USE	COMMERCIAL / LAGUNA HILLS MALL / I-5 FWY
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RECOMMENDED SPEED LIMIT	40 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 40 mph speed limit is within 3.1 mph of the 85th percentile speed and meets CVC standards.	

File: Avd De La Carlota 2020-10

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
AVENIDA DE LA CARLOTA
PASEO DE VALLENCIA TO LOS ALISOS BL
DATE: 1/15/2020
SURVEY BY:
C. BUENDIA
TIME: 10:00 AM - 10:30 AM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	98.6%
48					X	97.8%
47					X	97.1%
46					X	94.2%
45					X	90.6%
44					X	89.1% }PACE
43					X	84.8% }PACE ---85PCT
42				X		79.0% }PACE
41			X			64.5% }PACE
40			X			54.3% }PACE
39			X			44.9% }PACE ---MEAN
38		X				36.2% }PACE
37		X				29.7% }PACE
36	X					23.2% }PACE
35	X					10.1% }PACE ---15PCT
34	X					7.2%
33	X					4.3%
32	X					4.3%
31	X					3.6%
30	X					2.2%
29	X					1.4%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH
LOWER LIMIT 10 MPH PACE: 35 MPH
PERCENT OVER PACE: 10.9 %
PERCENT IN PACE: 81.9 %
PERCENT UNDER PACE: 7.2 %
85th PERCENTILE SPEED: 43.1 MPH
MEDIAN SPEED: 39.5 MPH
15th PERCENTILE SPEED: 35.4 MPH

1 De La Carlota 2020-10

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 11991 Arroyo Blvd., Suite 122, Irvine, CA 92618
 (949) 251-5055

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS
 STREET: AVENIDA DE LA CARLOTA
 LOCATION: PASEO DE VALENCIA TO LOS ALAMOS BL

WEATHER: SUNNY DATE: 01/15/2020
 ROAD CONDITION: DRY START TIME: 10:00 AM
 OBSERVER: CATHY BUENDIA END TIME: 10:30 AM ✓

DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	
MPH	5	10	15	20	25	30	
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
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22							
21							
20							
19							
18							
17							
16							
15							

DIRECTION: <u>SOUTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	
MPH	5	10	15	20	25	30	
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
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19							
18							
17							
16							
15							

AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI
BECKENHAM STREET
PASEO DE VALENCIA TO EAST END

DATE: 3/20/2020

SURVEY BY: C. BUENDIA

TIME: 3:30 PM - 5:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF SUNSET
DATE OF SURVEY	3/20/2020
85th PERCENTILE	30.9 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	83.0 %
POSTED SPEED LIMIT	30 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,500
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - PASEO DE VALENCIA
CROSSWALKS	AT PASEO DE VALENCIA
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	HEAVY LEFTS INTO MEDICAL OFFICE PARKING LOT AREAS OF NO PARKING ANYTIME

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.30
VERTICAL CURVE	SLIGHT-GRADUAL UPHILL GRADE (EB)
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	NOT A THRU STREET

ADJACENT LAND USE	RESIDENTIAL (NF)** / MEDICAL OFFICE / PARK
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RECOMMENDED SPEED LIMIT	30 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	The recommended 30 mph speed limit is within 0.9 mph of the 85th percentile speed and meets CVC standards.
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** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)
F+NF = fronting + non-fronting

File: Beckenham 2020-11

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
BECKENHAM STREET
DATE: 3/20/2020
TIME: 3:30 PM - 5:00 PM
PASEO DE VALENCIA TO EAST END
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	98.9%
35					X	96.8%
34					X	94.7% }PACE
33					X	92.6% }PACE
32					X	88.3% }PACE
31					X	86.2% }PACE
30				X		73.4% }PACE -- 85PCT
29			X			59.6% }PACE
28			X			46.8% }PACE ---MEAN
27		X				34.0% }PACE
26	X					23.4% }PACE
25	X					17.0% }PACE
24	X					11.7% ---15PCT
23	X					10.6%
22	X					6.4%
21	X					4.3%
20	X					2.1%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: 25 MPH

PERCENT OVER PACE: 5.3 %

PERCENT IN PACE: 83.0 %

PERCENT UNDER PACE: 11.7 %

85th PERCENTILE SPEED: 30.9 MPH

MEDIAN SPEED: 28.3 MPH

15th PERCENTILE SPEED: 24.6 MPH

Beckenham 2020-11

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL, INC

AGENCY: CITY OF LAGUNA HILLS
 STREET: BECKENHAM STREET
 LOCATION: PASEO DE VALENCIA TO EAST END

WEATHER: SUNNY / PARTIALLY CLOUDY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA
 DATE: 03-20-2020
 START TIME: 3:30 PM
 END TIME: 5:00 PM 141

DIRECTION: EASTBOUND

MPH	5	10	15	20	25	30	TOTAL
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
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48							
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46							
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24							
23							
22							
21							
20							
19							
18							
17							
16							
15							

Handwritten data in grid (from top to bottom):
 0, 2, 2, 2, 5, 6, 7, 4, 3, 4, 2, 2
 TOTAL: 0, 2, 2, 2, 5, 6, 7, 4, 3, 4, 2, 2

AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS): _____

DIRECTION: WESTBOUND

MPH	5	10	15	20	25	30	TOTAL
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
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20							
19							
18							
17							
16							
15							

Handwritten data in grid (from top to bottom):
 2, 0, 0, 0, 7, 4, 6, 5, 3, 0, 2, 1
 TOTAL: 2, 0, 0, 0, 7, 4, 6, 5, 3, 0, 2, 1

AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____

CUMULATIVE TOTAL	MPH
	60
	59
	58
	57
	56
	55
	54
	53
	52
	51
	50
	49
	48
	47
	46
	45
	44
	43
	42
	41
	40
	39
	38
	37
	36
	35
	34
	33
	32
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	20
	19
	18
	17
	16
	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**BRIDLEWOOD DRIVE****NELLIE GAIL RD TO OSO PKWY**

DATE: 2/18/2020

SURVEY BY: C. BUENDIA

TIME: 1:30 PM - 2:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF FLINTROCK
DATE OF SURVEY	2/18/2020
85th PERCENTILE	32.0 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	76.0 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,100
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - OSO, STOP - NELLIE GAIL
CROSSWALKS	AT OSO
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	EQUESTRIAN TRAILS & XINGS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.30
VERTICAL CURVE	CONSTANT MODERATE UPHILL (NB)
HORIZONTAL CURVE	CONSTANT MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED-FAIR SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	SMALL MEDIAN ISLAND AT OSO

ADJACENT LAND USE	RESIDENTIAL (F+NF)**
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RECOMMENDED SPEED LIMIT	25 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
This portion of Bridlewood is a two lane residential roadway. The posted speed limit is 25 mph. Based upon the 85th percentile speed of 32.0 mph, the CVC code suggests a 30 mph speed limit. However, due to (1) equestrian trails and crossings, (2) solely single-family residential dwellings, (3) many areas of limited sight distance at the steep grades and curving nature of the roadway, and mainly (4) the sight distance at 26211 Bridlewood Drive is approximately 195 ft and the required minimum sight distance for 30 mph is 200 ft, therefore, it is recommended that the 25 mph speed limit be maintained.	

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: Bridlewood 2020-12

F+NF = fronting + non-fronting

Note: The sight distance at 26211 is 195 ft.

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
BRIDLEWOOD DRIVE
DATE: 2/18/2020
TIME: 1:30 PM - 2:30 PM
NELLIE GAIL RD TO OSO PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	99.0%
36					X	98.0%
35					X	95.0%
34					X	92.0% }PACE
33					X	88.0% }PACE
32					X	85.0% }PACE ---85PCT
31					X	77.0% }PACE
30					X	69.0% }PACE
29					X	63.0% }PACE
28					X	56.0% }PACE
27					X	44.0% }PACE ---MEAN
26					X	33.0% }PACE
25					X	24.0% }PACE
24					X	16.0%
23					X	13.0% ---15PCT
22					X	10.0%
21					X	6.0%
20					X	5.0%
19					X	2.0%
18					X	1.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: 25 MPH

PERCENT OVER PACE: 8.0 %

PERCENT IN PACE: 76.0 %

PERCENT UNDER PACE: 16.0 %

85th PERCENTILE SPEED: 32.0 MPH

MEDIAN SPEED: 27.5 MPH

15th PERCENTILE SPEED: 23.7 MPH

Bridlewood 2020-12

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS
STREET: BRIDLEWOOD DRIVE
LOCATION: NEWIE GAIL RD TO OLD PKWY
WEATHER: SUNNY
ROAD CONDITION: DRY
OBSERVER: CATHY BUENDIA
DATE: 02-18-2020
START TIME: 1:30 PM
END TIME: 2:30 PM ✓

[illegible]

AVERAGE SPEED:	CRITICAL SPEED:	PACE SPEED:

PACE
SPEED:

CRITICAL SPEED:

**AVERAGE
SPEED:**

SPEED: _____ SPEED _____
CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**BRIDLEWOOD DRIVE****OSO PKWY TO LAUREL CREST**

DATE: 2/18/2020

SURVEY BY: C. BUENDIA

TIME: 2:30 PM - 3:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF APRIAN
DATE OF SURVEY	2/18/2020
85th PERCENTILE	36.0 MPH
10 MPH PACE	28 - 37 MPH
PERCENT IN PACE	78.2 %
POSTED SPEED LIMIT	30 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,000
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - OSO, STOP - LAUREL CREST
CROSSWALKS	AT OSO / LAUREL CREST
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	PERMITTED, NONE OBSERVED
OTHER	EQUESTRIAN TRAILS & XINGS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.25
VERTICAL CURVE	CONSTANT MODERATE-STEEP UPHILL (NB)
HORIZONTAL CURVE	CONSTANT MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED-FAIR SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	

ADJACENT LAND USE	RESIDENTIAL (NF)**
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RECOMMENDED SPEED LIMIT	30 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
--------------------	-----------

JUSTIFICATION:	
This portion of Bridlewood is a two lane roadway. The posted speed limit is 30 mph. Based upon the 85th percentile speed of 36.0 mph, the CVC code suggests a 35 mph speed limit. However, due to (1) the residential nature of the area, (2) steep grades and curving nature of the roadway, (3) areas of limited sight distance, and (4) with a vertical curve north of Aprian the sight distance exiting said street is approximately 210 feet and the CVC required distance for a 35 mph speed limit is 250 feet, it is recommended that the 25 mph speed limit be maintained.	

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: Bridlewood 2020-13

F+NF = fronting + non-fronting

Note: The sight distance at Aprian is approximately 210 ft.

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
BRIDLEWOOD DRIVE
OSO PKWY TO LAUREL CREST
DATE: 2/18/2020
SURVEY BY: C. BUENDIA
TIME: 2:30 PM - 3:30 PM
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	99.0%
40					X	99.0%
39					X	98.0%
38					X	96.0%
37					X	93.1% }PACE
36				X	X	85.1% }PACE
35				X		81.2% }PACE ---85PCT
34				X		71.3% }PACE
33			X			65.3% }PACE
32			X			57.4% }PACE
31		X				43.6% }PACE ---MEAN
30		X				35.6% }PACE
29		X				25.7% }PACE
28		X				19.8% }PACE
27	X					14.9% ---15PCT
26	X					7.9%
25	X					5.9%
24	X					1.0%
23	X					1.0%
22	X					1.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 37 MPH

LOWER LIMIT 10 MPH PACE: 28 MPH

PERCENT OVER PACE: 6.9 %

PERCENT IN PACE: 78.2 %

PERCENT UNDER PACE: 14.9 %

85th PERCENTILE SPEED: 36.0 MPH

MEDIAN SPEED: 31.5 MPH

15th PERCENTILE SPEED: 27.0 MPH

Bridlewood 2020-13

HARTZOG AND CRABELL INC.
 Consulting Traffic Engineers
 11551 Kahn Blvd., Suite 200
 San Diego, CA 92131
 (619) 231-9105

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS DATE: 02-18-2020
 STREET: BRIDLEWOOD DRIVE START TIME: 2:30 PM
 LOCATION: OLD PUNKY TO LAUREL CREST END TIME: 3:30 PM
 WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA

DIRECTION: <u>SOUTHBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
46						
45						
44						
43						
42						
41						
40						
39						
38						
37						
36						
35						
34						
33						
32						
31						
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29						
28						
27						
26						
25						
24						
23						
22						
21						
20						
19						
18						
17						
16						
15						

DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
46						
45						
44						
43						
42						
41						
40						
39						
38						
37						
36						
35						
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32						
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27						
26						
25						
24						
23						
22						
21						
20						
19						
18						
17						
16						
15						

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**CABOT ROAD****LA PAZ RD TO PASEO DE VALENCIA**

DATE: 3/20/2020

SURVEY BY: C. BUENDIA

TIME: 10:30 AM - 11:10 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF LA PAZ
DATE OF SURVEY	3/20/2020
85th PERCENTILE	47.6 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	70.3 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	4
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	9,800
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LA PAZ / PASEO DE VALENCIA
CROSSWALKS	AT LA PAZ
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING AT ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.49
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	SLIGHT "S" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	PARTIAL PAINTED ISLAND & 2 WAY LEFT TURN LANE NO SHOULDERS

ADJACENT LAND USE	COMMERCIAL / BUSINESS
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
The recommended 45 mph is within 2.6 mph of the 85th percentile speed and meets CVC standards.

File: Cabot 2020-14

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
CABOT ROAD
DATE: 3/20/2020
TIME: 10:30 AM - 11:10 AM
LA PAZ RD TO PASEO DE VALENCIA
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	99.3%
53					X	98.6%
52					X	98.0%
51					X	97.3%
50					X	95.3%
49					X	92.6%
48					X	86.5%
47					X	82.4%
46				X		78.4%
45				X		73.0%
44			X			60.8%
43			X			51.4%
42			X			43.2%
41			X			33.8%
40		X				30.4%
39		X				22.3%
38		X				18.2%
37		X				13.5%
36		X				9.5%
35		X				7.4%
34		X				4.7%
33		X				3.4%
32		X				2.0%
31		X				0.7%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 7.4 %

PERCENT IN PACE: 70.3 %

PERCENT UNDER PACE: 22.3 %

85th PERCENTILE SPEED: 47.6 MPH

MEDIAN SPEED: 42.8 MPH

15th PERCENTILE SPEED: 37.3 MPH

Cabot 2020-14

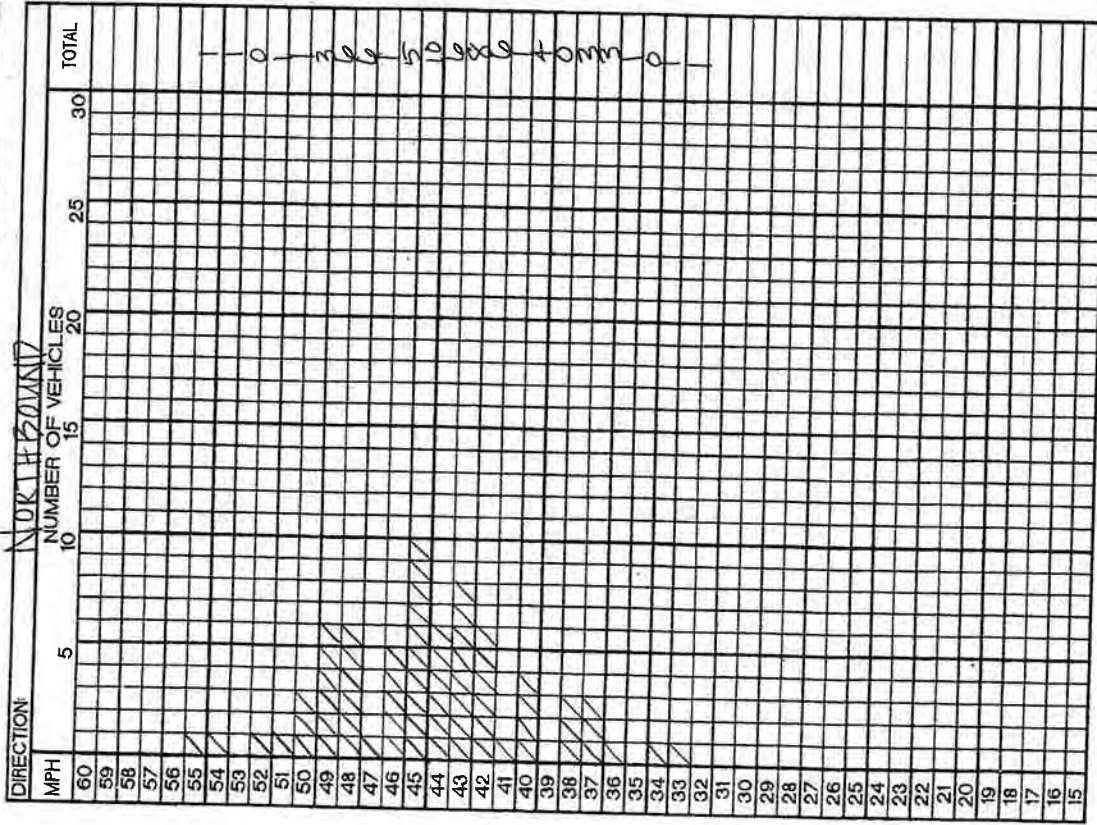
Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.

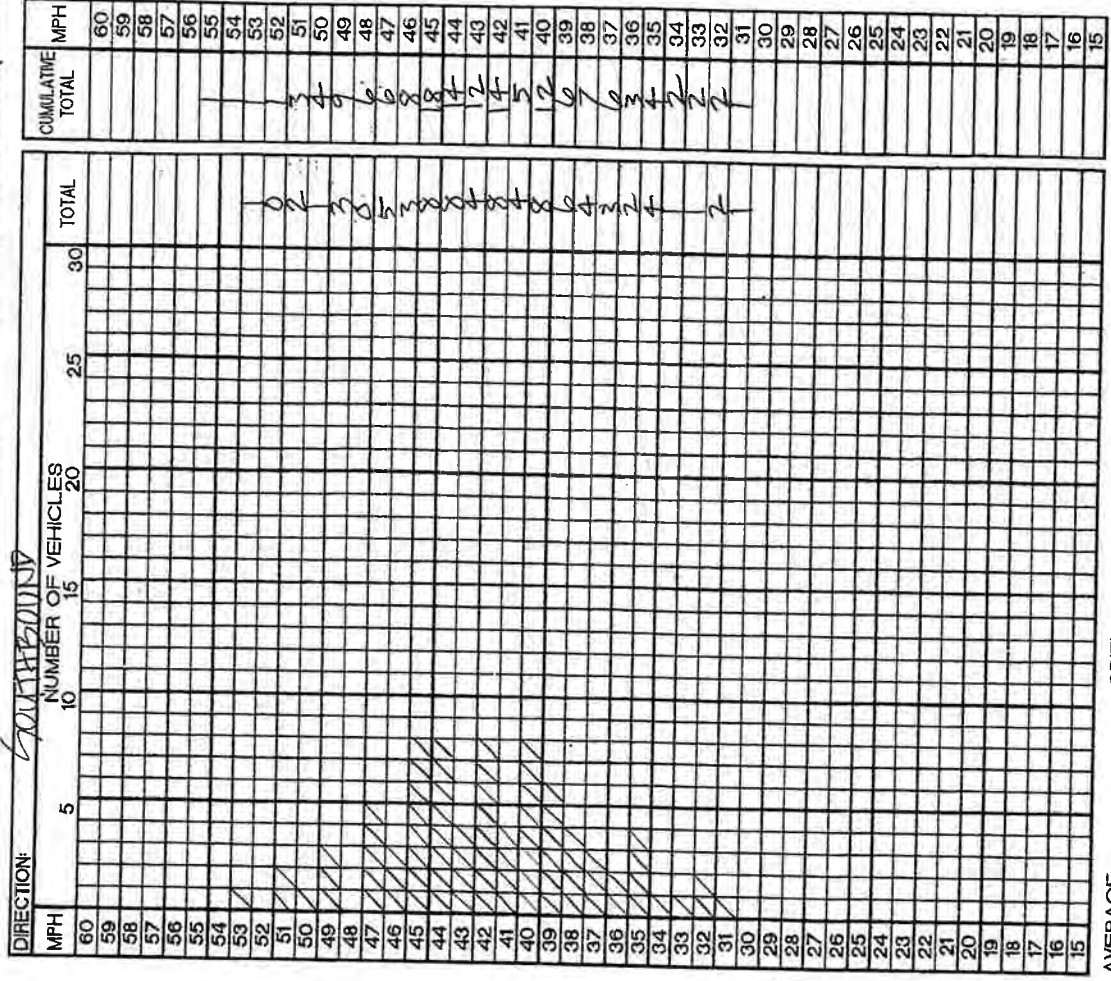
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AGENCY: CITY OF LAGUNA HILLS
 STREET: CARROT ROAD
 LOCATION: LA PAZ RD TO PASEO DE VALENCIA

WEATHER: CLOUDY / SUNNY DATE: 03-20-2020
 ROAD CONDITION: DRY START TIME: 10:30 AM
 OBSERVER: CATHY BUENDIA END TIME: 11:10 AM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**CABOT ROAD****PASEO DE VALENCIA TO OSO PKWY**

DATE: 3/20/2020

SURVEY BY: C. BUENDIA

TIME: 11:15 AM - 11:50 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF PASEO DE VALENCIA
DATE OF SURVEY	3/20/2020
85th PERCENTILE	47.8 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	79.9 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	7
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.14 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	14,100
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - PASEO DE VALENCIA / NELLIE GAIL / EL PASEO / OSO
CROSSWALKS	AT PASEO DE VALENCIA / EL PASEO / OSO
PEDESTRIAN/BICYCLES	FEW / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING AT ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.69
VERTICAL CURVE	SLIGHT UPHILL (SB)
HORIZONTAL CURVE	SLIGHT "S" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	NO / NO (NB) - YES / NO (SB)
STREET LIGHTING	YES
OTHER	PAINTED ISLAND / NARROW SHOULDERS PASEO DE VALENCIA HAS FREE RIGHT ONTO CABOR RD (SB)

ADJACENT LAND USE	RESIDENTIAL (NF)** / COMMERCIAL / RxR (Parallels)
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 45 mph is within 2.8 mph of the 85th percentile speed and meets CVC standards.	

File: Cabot 2020-15

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
CABOT ROAD
DATE: 3/20/2020
TIME: 11:15 AM - 11:50 AM
PASEO DE VALENCIA TO OSO PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	99.3%
53					X	98.7%
52					X	97.3%
51					X	96.6%
50					X	92.6%
49					X	89.9%
48					X	85.9%
47				X		80.5%
46				X		67.1%
45			X			58.4%
44		X				43.0%
43		X				35.6%
42		X				30.2%
41	X					20.1%
40	X					16.8%
39	X					10.1%
38	X					6.7%
37	X					3.4%
36	X					2.7%
35	X					1.3%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH
 LOWER LIMIT 10 MPH PACE: 40 MPH
 PERCENT OVER PACE: 10.1 %
 PERCENT IN PACE: 79.9 %
 PERCENT UNDER PACE: 10.1 %

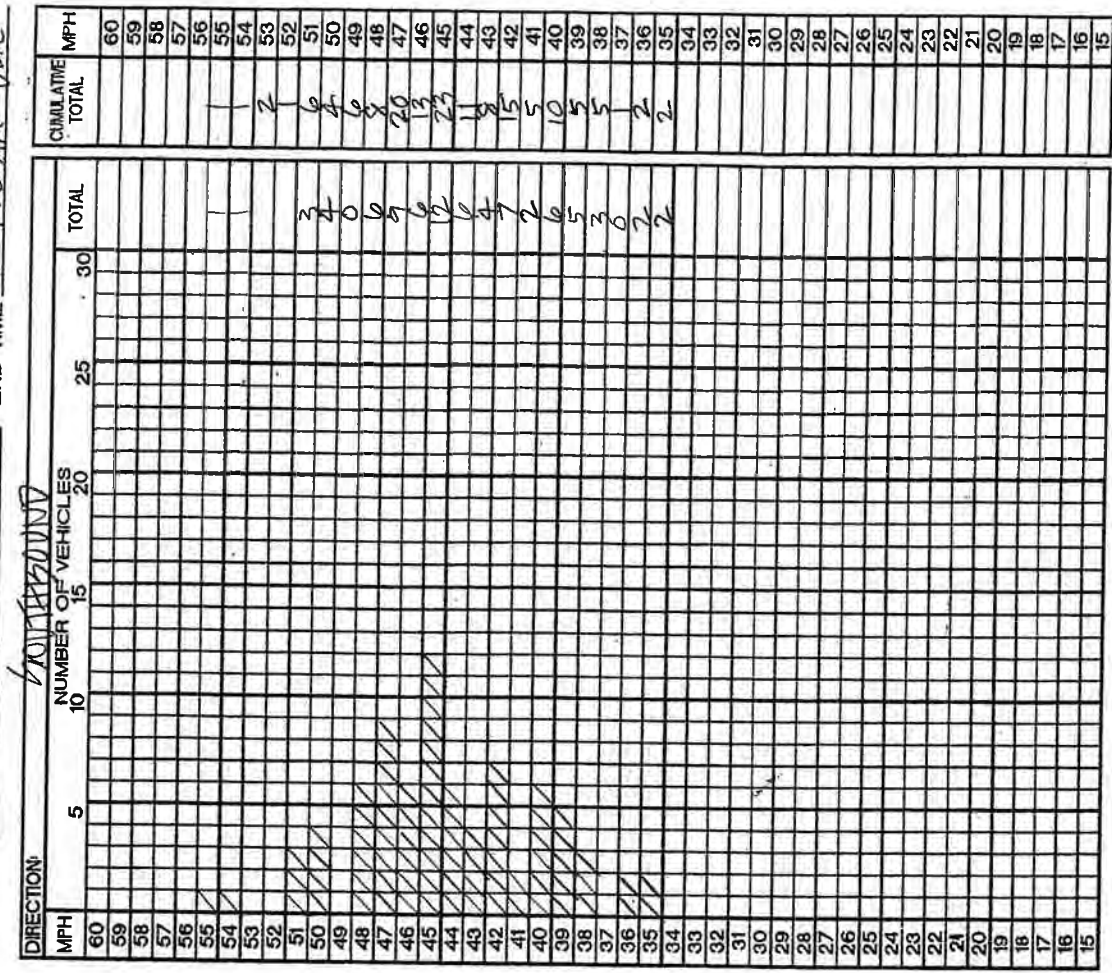
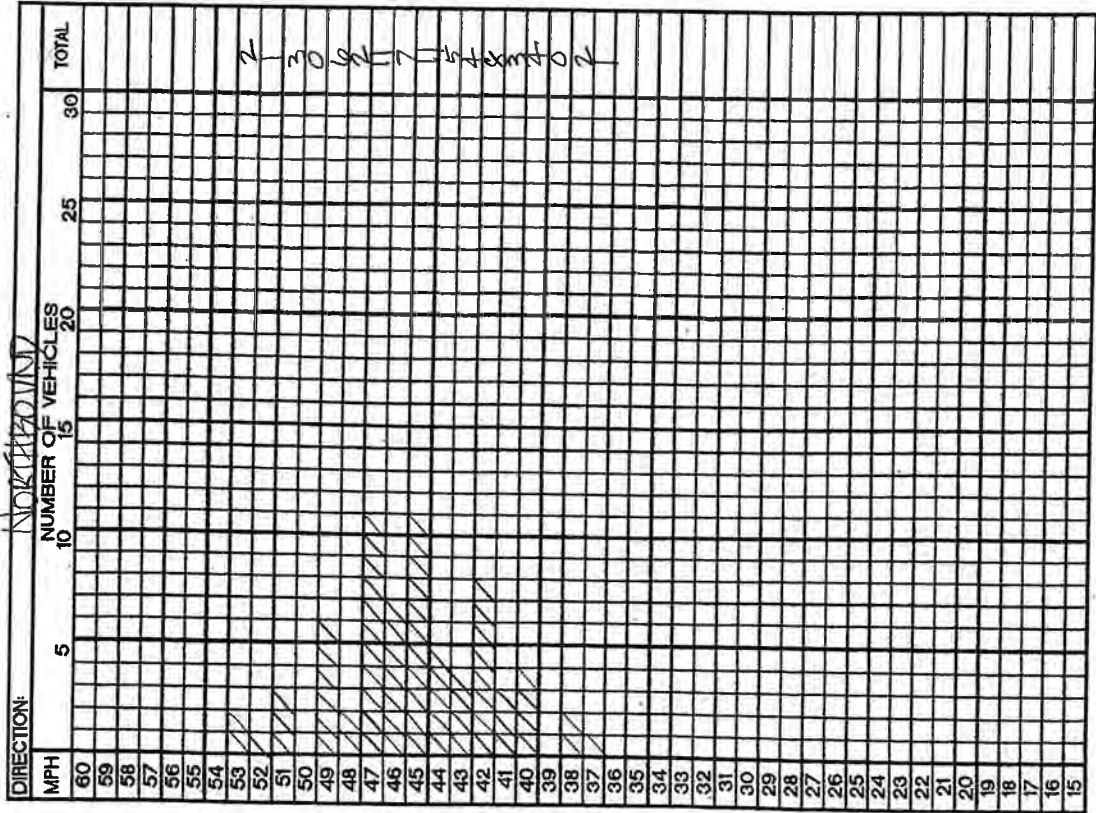
85th PERCENTILE SPEED: 47.8 MPH
 MEDIAN SPEED: 44.5 MPH
 15th PERCENTILE SPEED: 39.7 MPH

Cabot 2020-15

Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
 Consulting Traffic Engineers
 17291 John Rd., Suite 122, John CA 92030
 (714) 731-5455

AGENCY: CITY OF LAGUNA HILLS
 STREET: CARROT ROAD
 LOCATION: PASEO DE VALENCIA TO OSO PINKY
 WEATHER: SUNNY DATE: 03-20-2020
 ROAD CONDITION: DRY START TIME: 11:15 AM
 OBSERVER: CATHY BUENDIA END TIME: 11:50 AM VHL



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI
CABOT ROAD
OSO PKWY TO SOUTH CITY LIMITS (850' s/o Oso)

DATE: 1/7/2020

SURVEY BY: C. BUENDIA

TIME: 12:30 PM - 1:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA LOCATION OF SURVEY DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE POSTED SPEED LIMIT	SOUTH OF OSO 1/7/2020 46.5 MPH 38 - 47 MPH 70.6 % 45 MPH
ACCIDENT HISTORY NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES	24 0 1 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS AVERAGE DAILY TRAFFIC LANE CONFIGURATION TRAFFIC CONTROLS CROSSWALKS PEDESTRIAN/BICYCLES TRUCK TRAFFIC ON-STREET PARKING OTHER	17,500 2 LANES PER DIRECTION SIGNAL - OSO AT OSO FEW / YES YES NO STOPPING AT ANYTIME ENTIRE BLOCK BIKE ROUTE / BUS STOP (near Oso) PARKING PROHIBITED 1) ANY VEHICLE OVER 25', 2) UN-ATTACHED NON-MOTORIZED VEHICLES
ROADWAY FACTORS LENGTH OF SEGMENT (MILES) VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS SIDEWALKS/DRIVEWAYS STREET LIGHTING OTHER	0.16 GRADUAL UP-DOWNHILL GRADES GRADUAL "S" CURVES LIMITED SIGHT DISTANCE GOOD NO / NO (NB) - YES / YES (SB) YES PAINTED ISLAND NARROW SHOULDERS
ADJACENT LAND USE	RESIDENTIAL (NF)** / COMMERCIAL / RxR (Parallels)
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION: The recommended 45 mph is within 1.5 mph of the 85th percentile speed and meets CVC standards.	

File: Cabot 2020-16

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
CABOT ROAD
DATE: 1/7/2020
TIME: 12:30 PM - 1:00 PM
OSO PKWY TO SOUTH CITY LIMITS (850' s)
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	98.8%
52					X	98.1%
51					X	98.1%
50					X	96.9%
49						93.8%
48					X	90.0%
47					X	88.8%
46				X		81.3%
45				X		71.9%
44			X			61.9%
43			X			52.5%
42		X				44.4%
41		X				37.5%
40		X				29.4%
39		X				24.4%
38		X				20.6%
37		X				18.1%
36	X					11.3%
35	X					8.1%
34	X					3.8%
33	X					3.1%
32	X					1.3%
31	X					0.6%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 47 MPH

LOWER LIMIT 10 MPH PACE: 38 MPH

PERCENT OVER PACE: 11.3 %

PERCENT IN PACE: 70.6 %

PERCENT UNDER PACE: 18.1 %

85th PERCENTILE SPEED: 46.5 MPH

MEDIAN SPEED: 42.7 MPH

15th PERCENTILE SPEED: 36.5 MPH

Cabot 2020-16

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA Hills

STREET: CRAFT ROAD

LOCATION: 050 PKWY TO S.C.L. (850'S 0 050)

WEATHER: SUNNY

ROAD CONDITION: Dry

OBSERVER: CATHY BUENDIA

DATE: 01-07-2020

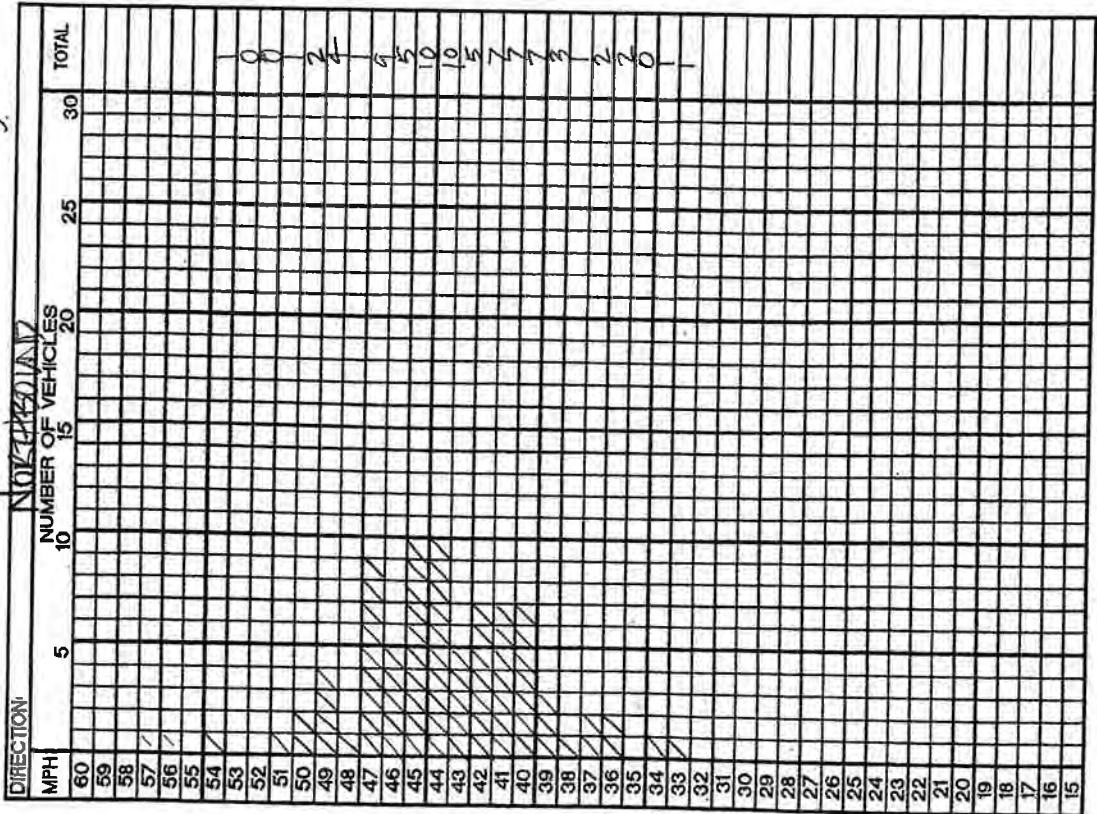
START TIME: 12:30 PM

END TIME: 1:00 PM 1/4/12

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11592 Johns Blvd., Suite 122 Fortin C.A. 92689
(714) 741-9155

Consulting Traffic Engineers
11592 Boho Blvd., Suite 122 Fortin CA 92689
(714) 731-9653

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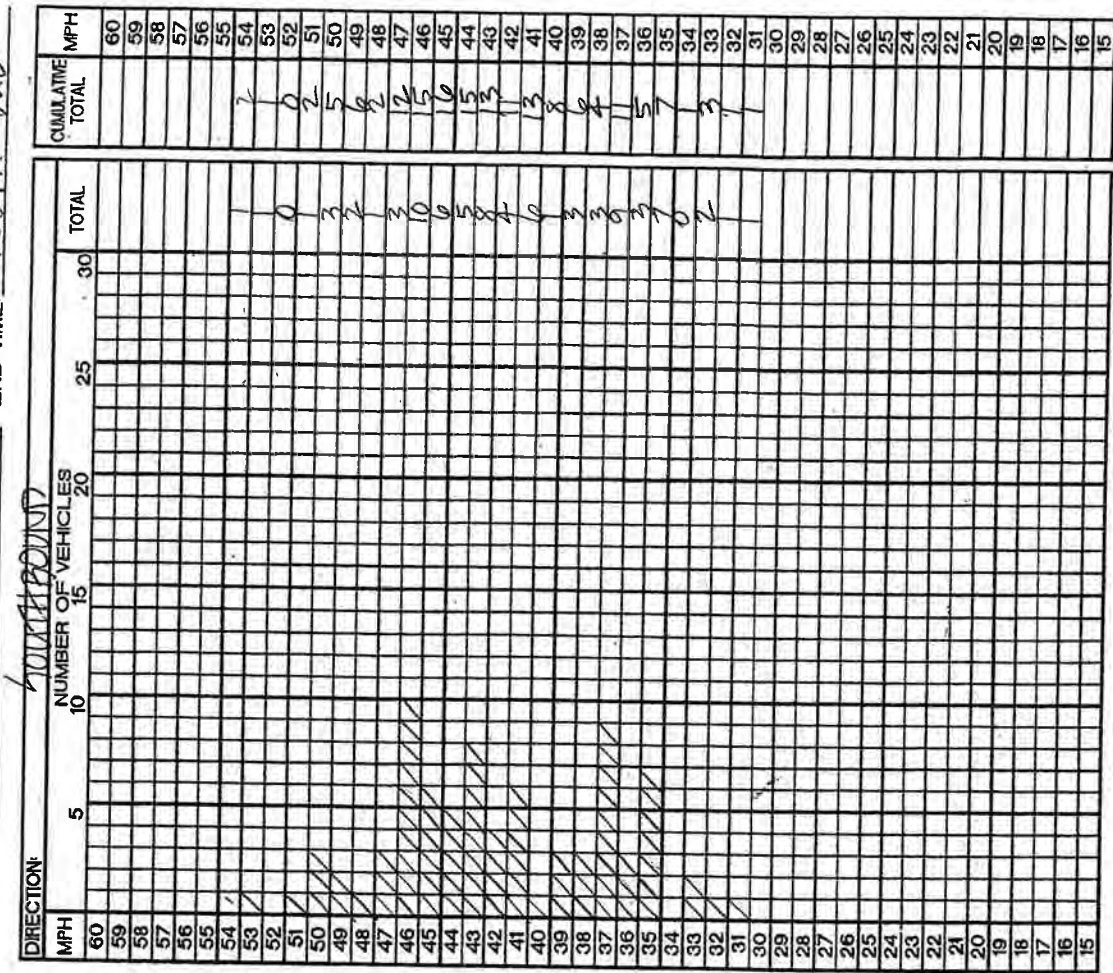


**AVERAGE
SPEED:**

**CRITICAL
SPEED.**

PACE
SPEED:

1



**AVERAGE
SPEED:**

**CRITICAL
SPEED:**

PACE
SPEED:

1

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**CABOT ROAD****RAPID FALLS RD TO SOUTH CITY LIMITS (850' s/o Rapid Falls)**

DATE: 1/7/2020

SURVEY BY:

C. BUENDIA

TIME: 1:00 PM - 1:30 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF RAPID FALLS
DATE OF SURVEY	1/7/2020
85th PERCENTILE	47.8 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	69.3 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	13,700
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - RAPID FALLS / PARK ENTRANCE
CROSSWALKS	AT RAPID FALLS
PEDESTRIAN/BICYCLES	NO / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING AT ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE RED CURB (at Rapid Falls-SB)

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.15
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	PAINTED ISLAND NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF)** /PARK / RxR (Parallels)
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 45 mph is within 2.8 mph of the 85th percentile speed and meets CVC standards.	

File: Cabot 2020-17

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
CABOT ROAD
RAPID FALLS RD TO SOUTH CITY LIMITS (85C)
DATE: 1/7/2020
SURVEY BY:
C. BUENDIA
TIME: 1:00 PM - 1:30 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	99.4%
52					X	98.2%
51					X	98.2%
50					X	95.2%
49					X	90.4%
48					X	86.1%
47				X		79.5%
46				X		70.5%
45			X			64.5%
44			X			53.0%
43		X				47.0%
42		X				39.2%
41		X				33.7%
40		X				30.7%
39	X					21.1%
38	X					16.9%
37	X					13.9%
36	X					12.7%
35	X					7.2%
34	X					4.2%
33	X					4.2%
32	X					3.0%
31	X					1.2%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 13.9 %

PERCENT IN PACE: 69.3 %

PERCENT UNDER PACE: 21.1 %

85th PERCENTILE SPEED: 47.8 MPH

MEDIAN SPEED: 43.5 MPH

15th PERCENTILE SPEED: 37.4 MPH

Cabot 2020-17

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17592 66th Blvd., Suite 172 Irvine CA 92660
(714) 731-9155

AGENCY: CITY OF LAGUNA Hills

STREET: CAPT ROAD

LOCATION: RAPID FALLS RD TO SCL. (850' S/D RAPID FALLS)

WEATHER: **SUNNY**

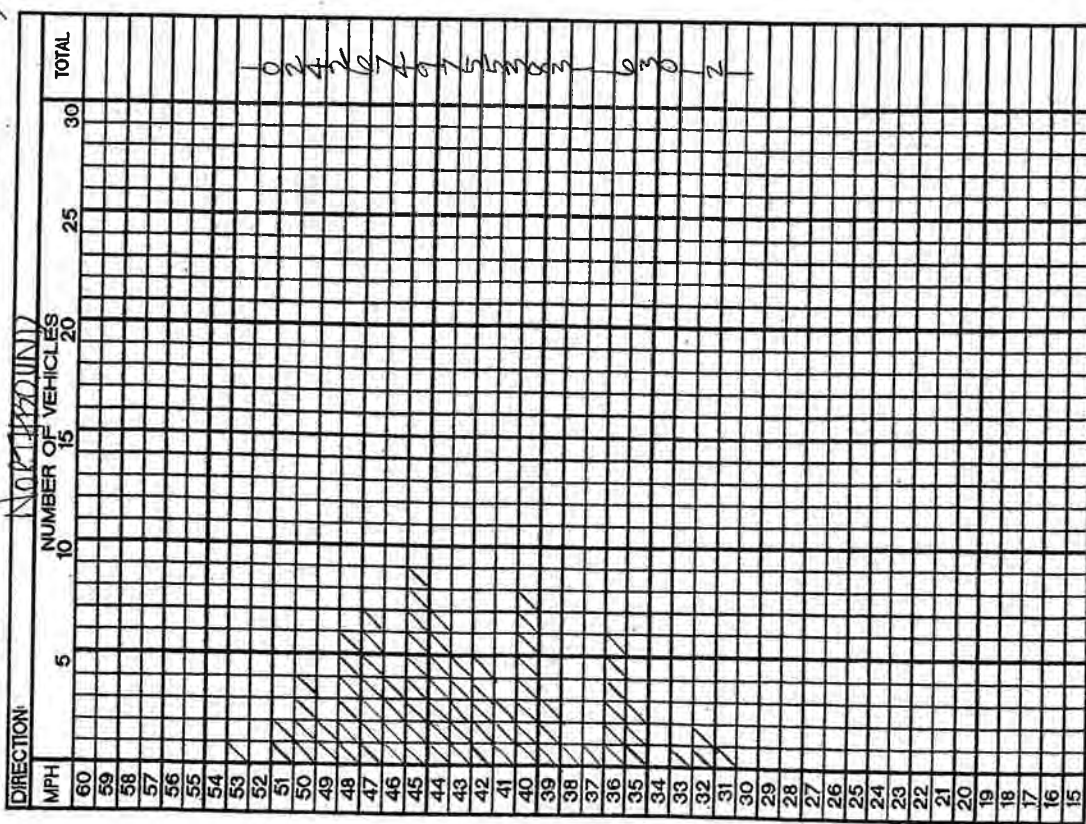
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 01-07-2020

START TIME: 1:00 PM

END TIME: 1:30 PM VAC

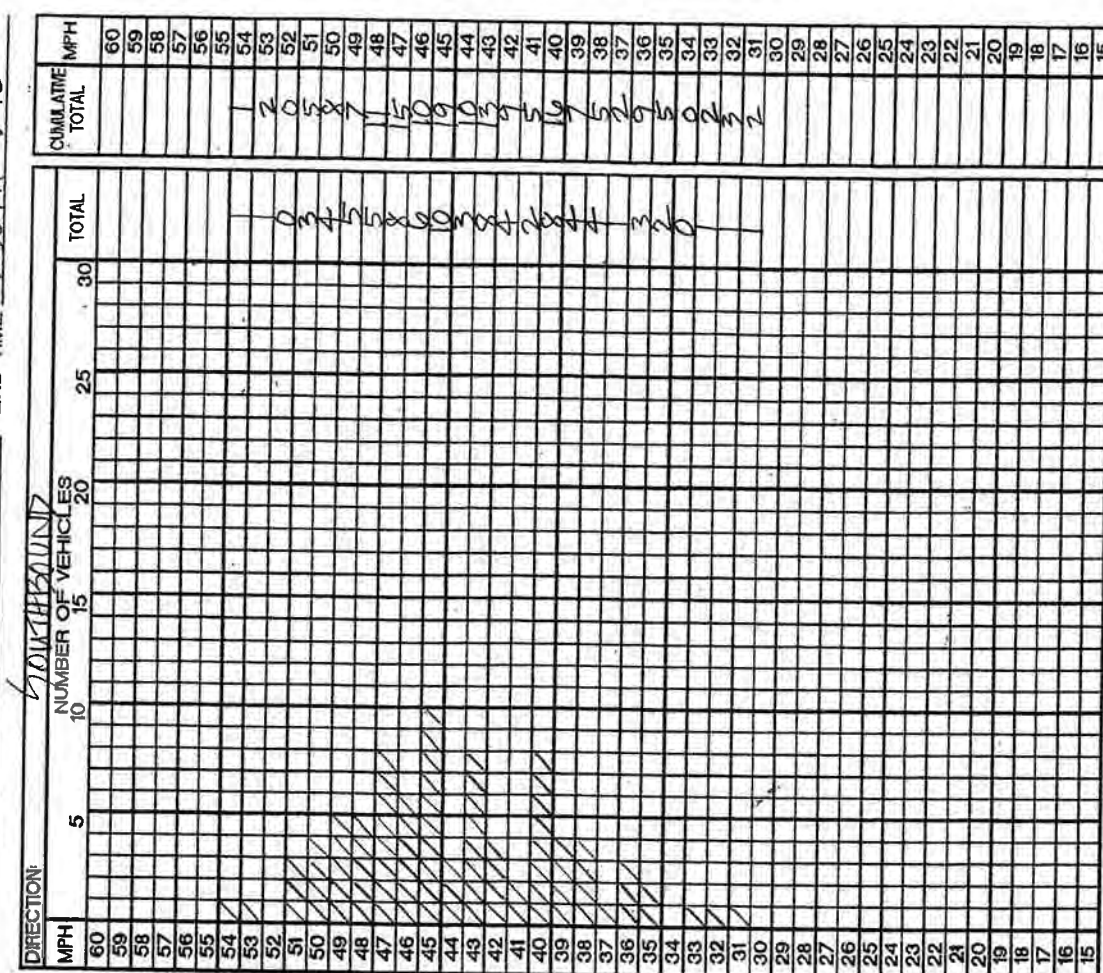


**AVERAGE
SPEED:**

**CRITICAL
SPEED:**

PAGE

7.



DATE	DESCRIPTION	AMOUNT	BALANCE
12/1/78	SALES	100.00	100.00
12/2/78	SALES	150.00	250.00
12/3/78	SALES	200.00	450.00
12/4/78	SALES	250.00	700.00
12/5/78	SALES	300.00	1000.00
12/6/78	SALES	350.00	1350.00
12/7/78	SALES	400.00	1750.00
12/8/78	SALES	450.00	2200.00
12/9/78	SALES	500.00	2700.00
12/10/78	SALES	550.00	3250.00
12/11/78	SALES	600.00	3850.00
12/12/78	SALES	650.00	4500.00
12/13/78	SALES	700.00	5200.00
12/14/78	SALES	750.00	5950.00
12/15/78	SALES	800.00	6750.00
12/16/78	SALES	850.00	7600.00
12/17/78	SALES	900.00	8500.00
12/18/78	SALES	950.00	9450.00
12/19/78	SALES	1000.00	10450.00
12/20/78	SALES	1050.00	11500.00
12/21/78	SALES	1100.00	12600.00
12/22/78	SALES	1150.00	13750.00
12/23/78	SALES	1200.00	14950.00
12/24/78	SALES	1250.00	16200.00
12/25/78	SALES	1300.00	17500.00
12/26/78	SALES	1350.00	18850.00
12/27/78	SALES	1400.00	20250.00
12/28/78	SALES	1450.00	21700.00
12/29/78	SALES	1500.00	23200.00
12/30/78	SALES	1550.00	24750.00
12/31/78	SALES	1600.00	26350.00
1/1/79	SALES	1650.00	28000.00
1/2/79	SALES	1700.00	29700.00
1/3/79	SALES	1750.00	31450.00
1/4/79	SALES	1800.00	33250.00
1/5/79	SALES	1850.00	35100.00
1/6/79	SALES	1900.00	37000.00
1/7/79	SALES	1950.00	38950.00
1/8/79	SALES	2000.00	40950.00
1/9/79	SALES	2050.00	43000.00
1/10/79	SALES	2100.00	45100.00
1/11/79	SALES	2150.00	47250.00
1/12/79	SALES	2200.00	49450.00
1/13/79	SALES	2250.00	51700.00
1/14/79	SALES	2300.00	54000.00
1/15/79	SALES	2350.00	56350.00
1/16/79	SALES	2400.00	58750.00
1/17/79	SALES	2450.00	61200.00
1/18/79	SALES	2500.00	63700.00
1/19/79	SALES	2550.00	66250.00
1/20/79	SALES	2600.00	68850.00
1/21/79	SALES	2650.00	71500.00
1/22/79	SALES	2700.00	74200.00
1/23/79	SALES	2750.00	76950.00
1/24/79	SALES	2800.00	79750.00
1/25/79	SALES	2850.00	82600.00
1/26/79	SALES	2900.00	85500.00
1/27/79	SALES	2950.00	88450.00
1/28/79	SALES	3000.00	91450.00
1/29/79	SALES	3050.00	94500.00
1/30/79	SALES	3100.00	97600.00
1/31/79	SALES	3150.00	100750.00
2/1/79	SALES	3200.00	103950.00
2/2/79	SALES	3250.00	107200.00
2/3/79	SALES	3300.00	110500.00
2/4/79	SALES	3350.00	113850.00
2/5/79	SALES	3400.00	117250.00
2/6/79	SALES	3450.00	120700.00
2/7/79	SALES	3500.00	124200.00
2/8/79	SALES	3550.00	127750.00
2/9/79	SALES	3600.00	131350.00
2/10/79	SALES	3650.00	135000.00
2/11/79	SALES	3700.00	138700.00
2/12/79	SALES	3750.00	142450.00

CRITICAL

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CUMULATIVE (BOTH DIRECTIONS)

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**EL TORO ROAD****I-5 FREEWAY TO PASEO DE VALENCIA**

DATE: 2/13/2020

SURVEY BY: C. BUENDIA

TIME: 2:00 PM - 2:40 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF PASEO DE VALENCIA
DATE OF SURVEY	2/13/2020
85th PERCENTILE	37.5 MPH
10 MPH PACE	28 - 37 MPH
PERCENT IN PACE	70.2 %
POSTED SPEED LIMIT	35 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	23
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.20 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	36,400
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - AVD DE LA CARLOTA / REGIONAL CTR / PASEO DE VALENCIA
CROSSWALKS	AT AVD DE LA CARLOTA / REGIONAL CTR / PASEO DE VALENCIA
PEDESTRIAN/BICYCLES	YES / FEW
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING & STOPPING AT ANYTIME
OTHER	BUS STOP CUT-OUTS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.37
VERTICAL CURVE	NONE
HORIZONTAL CURVE	GRADUAL "C" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND / NO SHOULDERS SHORT DISTANCE BTWN SIGNALS - SURVEYED ON GREENS ONLY

ADJACENT LAND USE	LAGUNA HILLS MALL / COMMERCIAL
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RECOMMENDED SPEED LIMIT	35 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 35 mph is within 2.5 mph of the 85th percentile speed and meets CVC standards.	

File: El Toro 2020-18

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
EL TORO ROAD
DATE: 2/13/2020
TIME: 2:00 PM - 2:40 PM
I-5 FREEWAY TO PASEO DE VALENCIA
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	99.4%
44					X	98.9%
43					X	98.3%
42					X	98.3%
41					X	98.3%
40					X	95.6%
39					X	91.2%
38					X	87.8%
37					X	81.8%
36					X	74.6%
35					X	69.6%
34					X	60.2%
33					X	54.7%
32					X	47.0%
31					X	40.3%
30					X	30.4%
29					X	23.2%
28					X	18.8%
27					X	11.6%
26					X	5.5%
25					X	4.4%
24					X	1.7%
23					X	1.1%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 37 MPH

LOWER LIMIT 10 MPH PACE: 28 MPH

PERCENT OVER PACE: 18.2 %

PERCENT IN PACE: 70.2 %

PERCENT UNDER PACE: 11.6 %

85th PERCENTILE SPEED: 37.5 MPH

MEDIAN SPEED: 32.4 MPH

15th PERCENTILE SPEED: 27.5 MPH

El Toro 2020-18

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS

STREET: EL TORO ROAD

LOCATION: I-5 FWY TO PASEO DE VALENCIA

WEATHER: *SUNNY*

WEATHER: 24.0°C
ROAD CONDITION: DRY

ROAD CONDITION: ☒ YES
OBSERVER: Cathy Buendia

DATE: 02-13-2020

START TIME: 2:00 PM

END TIME: 2:40 PM 1/14/15

DIRECTION: WESTBOUND		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	
60						
59						
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AVERAGE

CRITICAL

PAGE

CUMULATIVE (BOTH DIRECTIONS)

DIRECTION: EASTBOUND		NUMBER OF VEHICLES				TOTAL	CUMULATIVE TOTAL	MPH
MPH	5	10	15	20	25			
60							60	
59							59	
58							58	
57							57	
56							56	
55							55	
54							54	
53							53	
52							52	
51							51	
50							50	
49							49	
48							48	
47							47	
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16							16	
15							15	

**AVERAGE
SPEED:**

CRITICAL
SPEED.

PACE	SPED:
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ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



GALLUP CIRCLE

LA PAZ RD TO NELLIE GAIL RD

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 2:50 PM - 4:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF RANGEWOOD
DATE OF SURVEY	2/12/2020
85th PERCENTILE	27.0 MPH
10 MPH PACE	20 - 29 MPH
PERCENT IN PACE	88.9 %
POSTED SPEED LIMIT	25 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	800
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - LA PAZ / NELLIE GAIL
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	CHILDREN AT PLAY SIGNS POSTED EQUESTRIAN TRAILS AND CROSSINGS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.59
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	CONSTANT MODERATE SWEEPING "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	HEAVY DRIVEWAY ACCESS RAISED MEDIAN ISLAND AT LA PAZ
ADJACENT LAND USE	RESIDENTIAL (F) / PARK (at Nellie Gail)
RECOMMENDED SPEED LIMIT	25 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 25 mph is within 2.0 mph of the 85th percentile speed and meets CVC standards.	

File: Gallup 2020-19

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

GALLUP CIRCLE
DATE: 2/12/2020
TIME: 2:50 PM - 4:00 PM
LA PAZ RD TO NELLIE GAIL RD
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	100.0%
35					X	100.0%
34					X	100.0%
33					X	100.0%
32					X	100.0%
31					X	100.0%
30					X	97.5%
29					X	97.5%
28					X	95.1% }PACE
27					X	91.4% }PACE
26				X		85.2% }PACE
25				X		77.8% }PACE ---85PCT
24			X			65.4% }PACE
23		X				48.1% }PACE ---MEAN
22		X				33.3% }PACE
21	X					25.9% }PACE
20	X					17.3% }PACE
19	X					11.1% }PACE ---15PCT
18	X					6.2%
17	X					3.7%
16	X					3.7%
15	X					1.2%
						0.0%

UPPER LIMIT 10 MPH PACE: 29 MPH

LOWER LIMIT 10 MPH PACE: 20 MPH

PERCENT OVER PACE: 4.9 %

PERCENT IN PACE: 88.9 %

PERCENT UNDER PACE: 6.2 %

85th PERCENTILE SPEED: 27.0 MPH

MEDIAN SPEED: 24.1 MPH

15th PERCENTILE SPEED: 20.6 MPH

Gallup 2020-19

Radar Speed Survey Field Sheet

Consulting Traffic Engineers
131 Commercial Way, Suite 201
Trenton, California 92204
Tel: 951-270-8800
Fax: 951-270-8801
www.cte-engineers.com

AGENCY: CITY OF LAGUNA HILLS DATE: 02-12-2020
STREET: GALLUP CIRCLE ROAD CONDITION: _____ START TIME: 2:50 PM
LOCATION: LA PAZ RD TO NELLIE GAIL RD OBSERVER: Cathy Buendia END TIME: 4:00 PM VMB

DIRECTION: <u>WEST BOUND</u>		NUMBER OF VEHICLES				TOTAL	MPH	CUMULATIVE TOTAL
MPH	5	10	15	20	25	30		
60								
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AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**GORDON ROAD****MOULTON PKWY TO EAST END**

DATE: 1/24/2020

SURVEY BY: C. BUENDIA

TIME: 3:00 PM - 4:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MOULTON
DATE OF SURVEY	1/24/2020
85th PERCENTILE	26.3 MPH
10 MPH PACE	18 - 27 MPH
PERCENT IN PACE	83.0 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	2,100
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - MOULTON
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO PARKING EXCEPT w/PERMIT
OTHER	

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.08
VERTICAL CURVE	SLIGHT UPHILL GRADE (EB)
HORIZONTAL CURVE	VERY SLIGHT "S" CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	VERY SHORT SEGMENT

ADJACENT LAND USE	RESIDENTIAL (NF) / WATER DISTRICT
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RECOMMENDED SPEED LIMIT	25 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 25 mph is within 1.3 mph of the 85th percentile speed and meets CVC standards.	

File: Gordon 2020-20

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
GORDON ROAD
DATE: 1/24/2020
TIME: 3:00 PM - 4:15 PM
MOULTON PKWY TO EAST END
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	100.0%
35					X	100.0%
34					X	100.0%
33					X	100.0%
32					X	100.0%
31					X	100.0%
30					X	98.0%
29					X	96.0%
28					X	91.0%
27					X	88.0%
26					X	84.0%
25					X	80.0%
24					X	68.0%
23					X	60.0%
22					X	52.0%
21					X	41.0%
20					X	29.0%
19					X	20.0%
18					X	12.0%
17					X	5.0%
16					X	4.0%
15					X	2.0%

UPPER LIMIT 10 MPH PACE: 27 MPH

LOWER LIMIT 10 MPH PACE: 18 MPH

PERCENT OVER PACE: 12.0 %

PERCENT IN PACE: 83.0 %

PERCENT UNDER PACE: 5.0 %

85th PERCENTILE SPEED: 26.3 MPH

MEDIAN SPEED: 21.8 MPH

15th PERCENTILE SPEED: 18.4 MPH

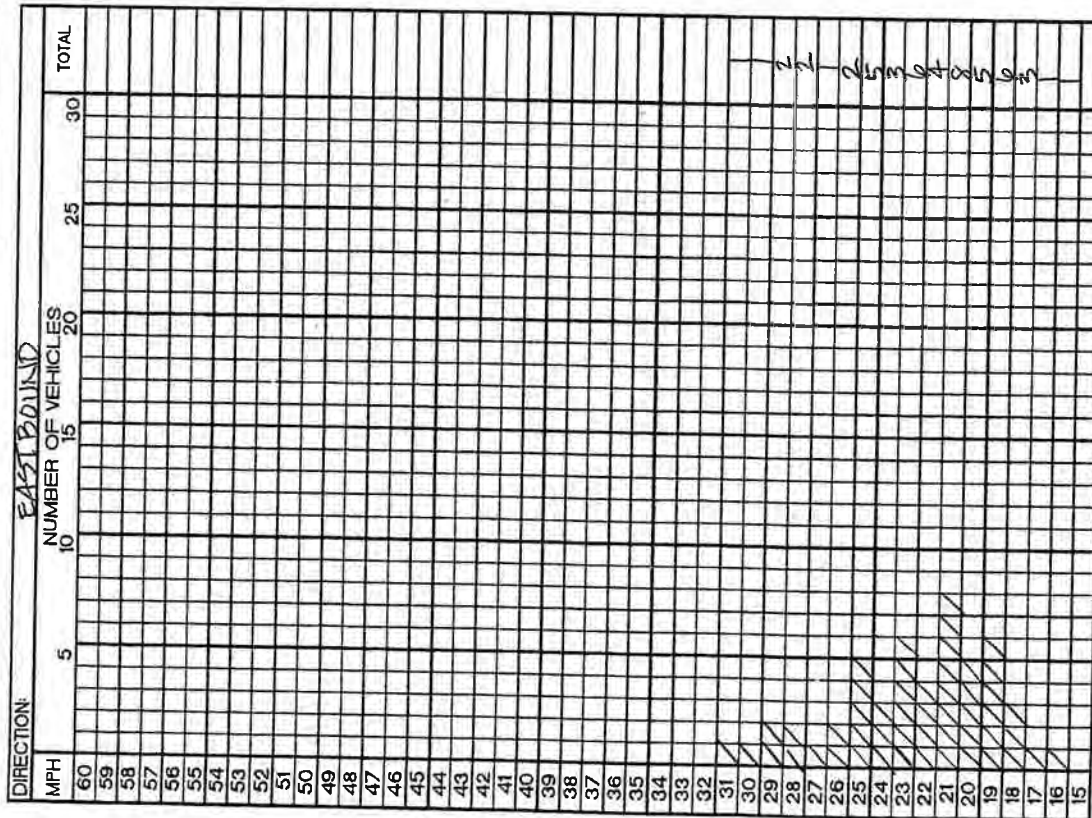
Gordon 2020-20

Radar Speed Survey Field Sheet

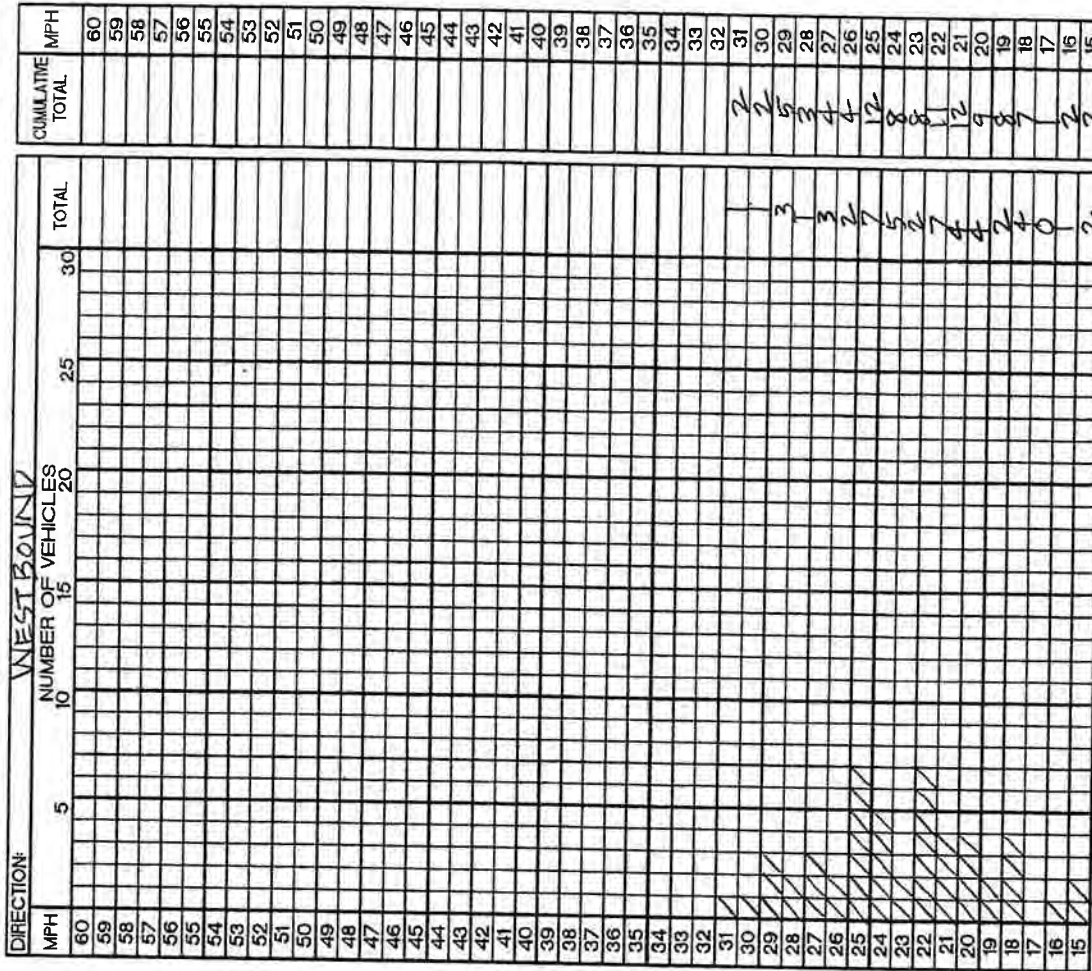
HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 1929 N.W. Blvd., Suite 110, Ft. Lauderdale, FL 33309
 (954) 751-9425

AGENCY: CITY OF LAGUNA HILLS
 STREET: GORDON ROAD
 LOCATION: MOULTON PKWY TO EAST END

WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA
 DATE: 01-24-2020
 START TIME: 3:00 PM
 END TIME: 4:15 PM *VMB*



AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____

CUMULATIVE TOTAL	MPH
	60
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ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**GREENFIELD DRIVE****HIDDEN TRAIL RD TO I-73 FWY**

DATE: 1/7/2020

SURVEY BY: C. BUENDIA

TIME: 11:15 AM - 12:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF HIDDEN TRAIL
DATE OF SURVEY	1/27/2020
85th PERCENTILE	31.7 MPH
10 MPH PACE	23 - 32 MPH
PERCENT IN PACE	78.6 %
POSTED SPEED LIMIT	30 MPH
	15 MPH Advisory (at bend)

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	2
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	2,100
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - 73 FWY
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	NO / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO (SB) / YES (NB)
OTHER	HORSE XING / HORSE TRAILS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.17
VERTICAL CURVE	CONTINUOUS GRADUAL-MODERATE DOWNHILL GRADES (SB)
HORIZONTAL CURVE	SLIGHT "S" CURVE / BEND (at Hidden Trail)
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (at bend)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	NO / NO (SB) - YES / YES (NB)
STREET LIGHTING	YES
OTHER	SMALL MEDIAN ISLAND AT SCL / DBL YELLOW CENTERLINE

ADJACENT LAND USE	RESIDENTIAL (F)
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RECOMMENDED SPEED LIMIT	30 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 30 mph is within 1.7 mph of the 85th percentile speed and meets CVC standards.

F = Facing

File: Greenfield 2020-21

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
GREENFIELD DRIVE
DATE: 1/27/2020
TIME: 11:15 AM - 12:15 PM
HIDDEN TRAIL RD TO I-73 FWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	98.8%
35					X	96.4%
34					X	92.9%
33					X	89.3%
32					X	85.7% }PACE
31					X	83.3% }PACE ---85PCT
30					X	73.8% }PACE
29					X	63.1% }PACE
28					X	61.9% }PACE
27					X	52.4% }PACE
26					X	39.3% }PACE ---MEAN
25					X	31.0% }PACE
24					X	19.0% }PACE
23					X	13.1% }PACE ---15PCT
22					X	7.1%
21					X	6.0%
20	X					1.2%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 32 MPH

LOWER LIMIT 10 MPH PACE: 23 MPH

PERCENT OVER PACE: 14.3 %

PERCENT IN PACE: 78.6 %

PERCENT UNDER PACE: 7.1 %

85th PERCENTILE SPEED: 31.7 MPH

MEDIAN SPEED: 26.8 MPH

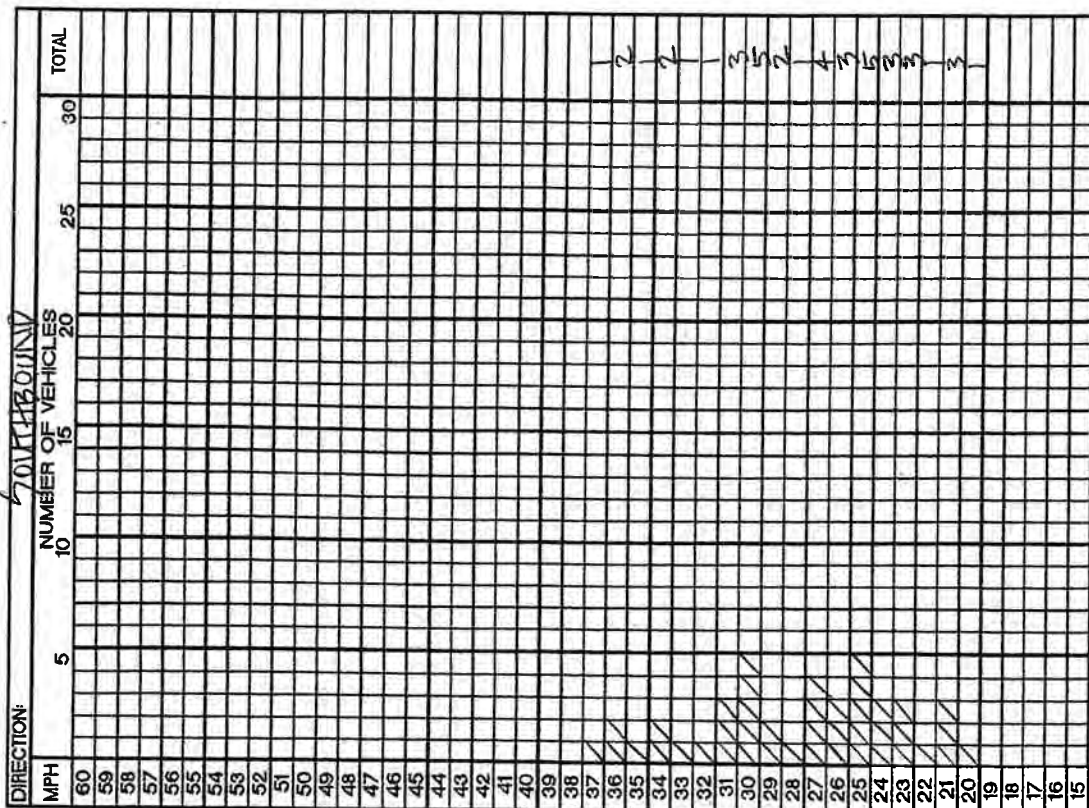
15th PERCENTILE SPEED: 23.3 MPH

Greenfield 2020-21

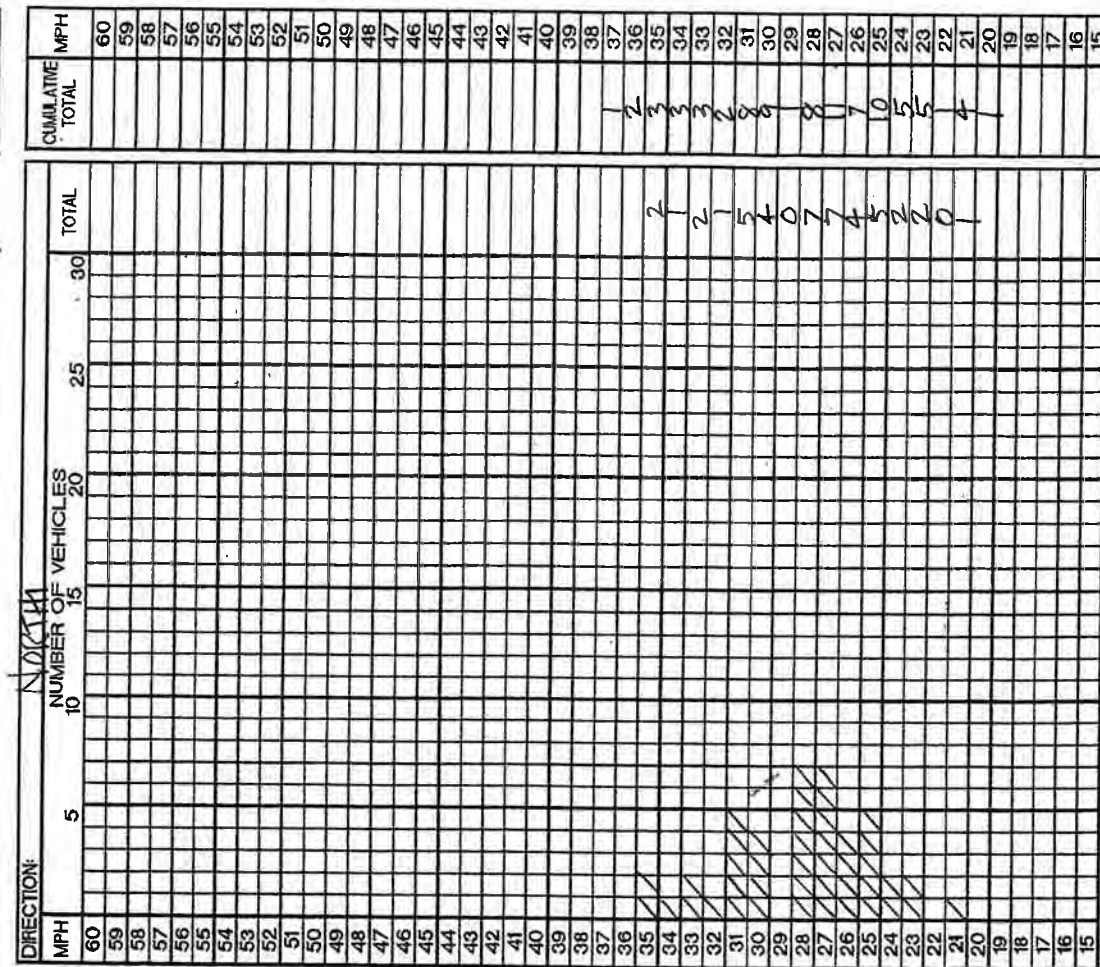
Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17592 Lutha Blvd., Suite 112 Torin CA 92669
(714) 731-9455

AGENCY: CITY OF LAGUNA HILLS
STREET: GREENFIELD DRIVE
LOCATION: HIDDEN TRAIL TO I-73 FWY
WEATHER: SUNNY
ROAD CONDITION: DRY
OBSERVER: CATHY BUENDIA
DATE: 01-07-2020
START TIME: 11:15 AM
END TIME: 12:15 PM VLM ✓



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

[illegible]

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



HON AVENUE

JULIE AVE TO ALICIA PKWY

DATE: 3/20/2020

SURVEY BY: C. BUENDIA

TIME: 12:30 PM - 1:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF CAMBERWELL
DATE OF SURVEY	3/20/2020
85th PERCENTILE	29.9 MPH
10 MPH PACE	23 - 32 MPH
PERCENT IN PACE	91.0 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	2,900
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - ALICIA, STOP - CAMBERWELL
CROSSWALKS	AT ALICIA / CAMBERWELL
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO (delivery trucks s.of Camberwell)
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.30
VERTICAL CURVE	VERY SLIGHT UPHILL (NB)
HORIZONTAL CURVE	SLIGHT-GRADUAL "S" CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	2 WAY LEFT TURN CENTERLANE & SMALL RAISED MEDIAN ISLAND (at Alicia)

ADJACENT LAND USE	COMMERCIAL / RESIDENTIAL (NF)
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RECOMMENDED SPEED LIMIT	25 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 25 mph is within 4.9 mph of the 85th percentile speed and meets CVC standards.	

File: Hon 2020-22

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
HON AVENUE
DATE: 3/20/2020
TIME: 12:30 PM - 1:30 PM
JULIE AVE TO ALICIA PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	100.0%
35					X	100.0%
34					X	100.0%
33					X	98.9%
32					X	96.6% }PACE
31					X	94.4% }PACE
30					X	85.4% }PACE
29				X		78.7% }PACE ---85PCT
28			X			69.7% }PACE
27			X			53.9% }PACE
26		X				44.9% }PACE ---MEAN
25		X				32.6% }PACE
24	X					19.1% }PACE
23	X					12.4% }PACE ---15PCT
22	X					5.6%
21	X					3.4%
20	X					2.2%
19	X					1.1%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 32 MPH

LOWER LIMIT 10 MPH PACE: 23 MPH

PERCENT OVER PACE: 5.6 %

PERCENT IN PACE: 91.0 %

PERCENT UNDER PACE: 5.6 %

85th PERCENTILE SPEED: 29.9 MPH

MEDIAN SPEED: 26.6 MPH

15th PERCENTILE SPEED: 23.4 MPH

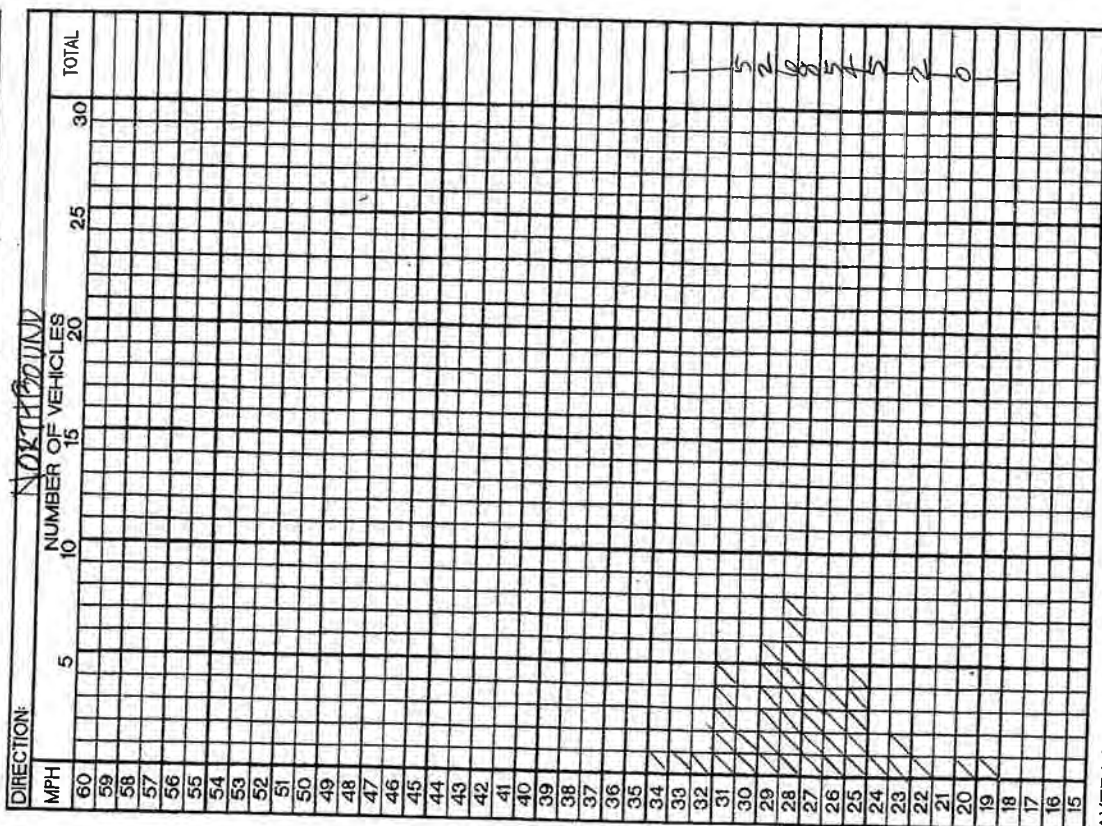
Hon 2020-22

Radar Speed Survey Field Sheet

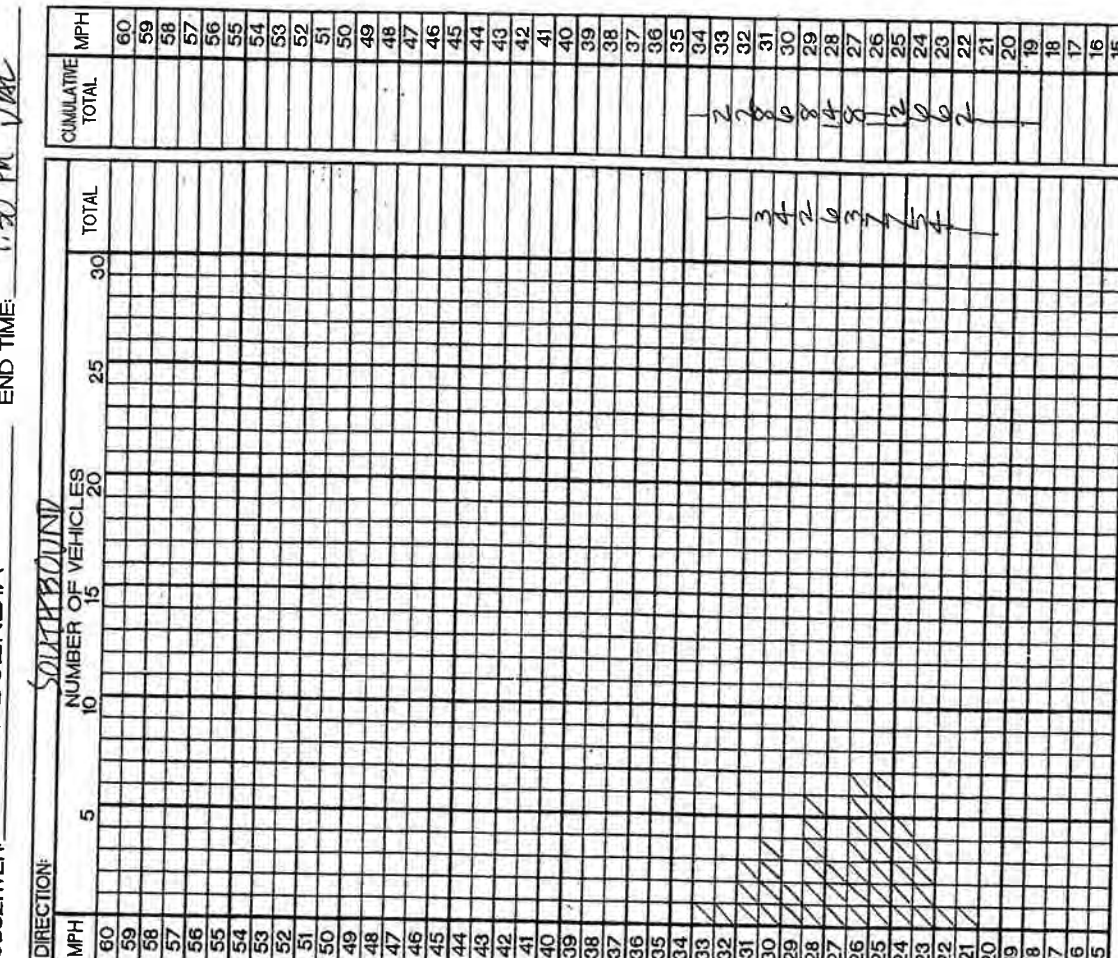
HARTZOG AND CRABILL, INC.

AGENCY: CITY OF LAGUNA HILLS
 STREET: HON AVENUE
 LOCATION: JULIE AVE TO ALICIA PKWY

WEATHER: SUNNY DATE: 03-20-2020
 ROAD CONDITION: DRY START TIME: 12:30 PM
 OBSERVER: CATHY BUENDIA END TIME: 1:30 PM 1/14



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

CUMULATIVE TOTAL	MPH
	60
	59
	58
	57
	56
	55
	54
	53
	52
	51
	50
	49
	48
	47
	46
	45
	44
	43
	42
	41
	40
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	17
	16
	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**INDIAN HILL LANE****LAGUNA HILLS DR TO MOULTON PKWY**

DATE: 3/20/2020

SURVEY BY: C. BUENDIA

TIME: 2:00 PM - 3:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF HOLLY HILL
DATE OF SURVEY	3/20/2020
85th PERCENTILE	34.0 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	77.8 %
POSTED SPEED LIMIT	30 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,200
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LAGUNA HILLS, STOP - MOULTON
CROSSWALKS	AT LAGUNA HILLS / MOULTON
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	PARTIAL
OTHER	NO PARKING ANYTIME (near Laguna Hills)

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.37
VERTICAL CURVE	MODERATE UP-DOWNHILL GRADES (SB)
HORIZONTAL CURVE	SWEEPING "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	DBL YELLOW CENTERLINE

ADJACENT LAND USE	MULTI-FAMILY RESIDENTIAL / PARK
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RECOMMENDED SPEED LIMIT	30 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 30 mph is within 4.0 mph of the 85th percentile speed and meets CVC standards.

Note: The sight distance south of Holly Hill is approximately 230 feet.

File: Indian Hills 2020-23

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

INDIAN HILL LANE
DATE: 3/20/2020
TIME: 2:00 PM - 3:15 PM
LAGUNA HILLS DR TO MOULTON PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	99.1%
39					X	96.3%
38					X	96.3%
37					X	94.4%
36					X	89.8%
35					X	88.0%
34					X	85.2% }PACE
33					X	81.5% }PACE ---85PCT
32					X	77.8% }PACE
31					X	69.4% }PACE
30					X	61.1% }PACE
29					X	44.4% }PACE ---MEAN
28					X	35.2% }PACE
27					X	26.9% }PACE
26					X	18.5% }PACE
25					X	13.0% }PACE ---15PCT
24					X	7.4%
23					X	4.6%
22					X	1.9%
21					X	0.9%
20					X	0.9%
19					X	0.9%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: 25 MPH

PERCENT OVER PACE: 14.8 %

PERCENT IN PACE: 77.8 %

PERCENT UNDER PACE: 7.4 %

85th PERCENTILE SPEED: 34.0 MPH

MEDIAN SPEED: 29.3 MPH

15th PERCENTILE SPEED: 25.4 MPH

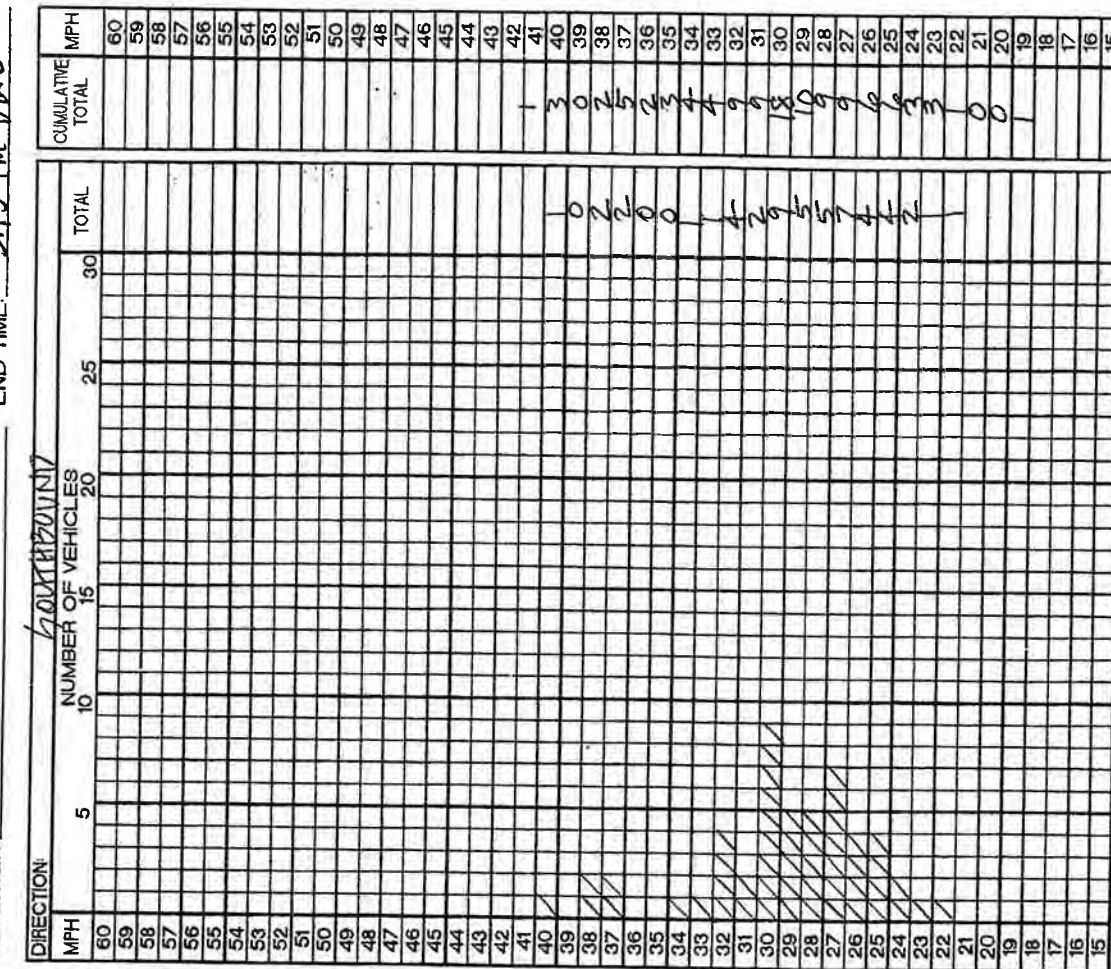
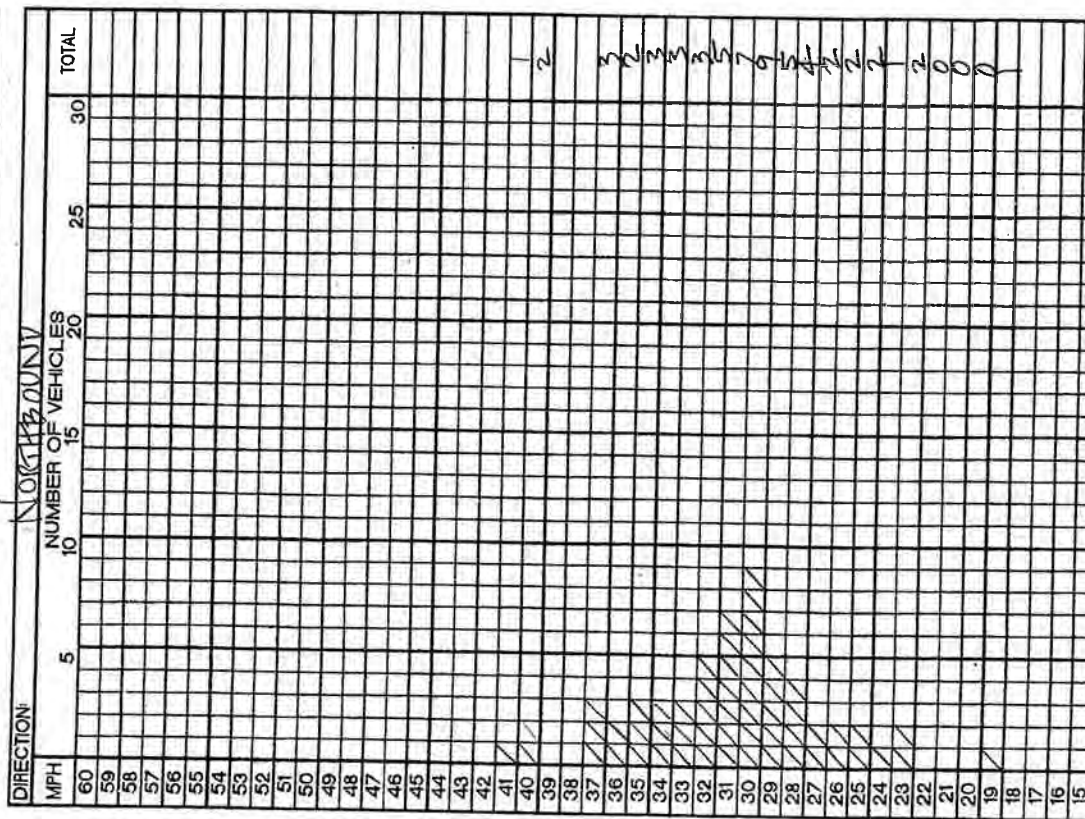
Indian Hills 2020-23

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.

AGENCY: CITY OF LAGUNA HILLS
 STREET: INDIAN HILL LANE
 LOCATION: LAGUNA HILLS DR. MOUNTAIN PLANT

WEATHER: WINDY DATE: 03-20-2020
 ROAD CONDITION: DRY START TIME: 2:00 PM
 OBSERVER: CATHY BUENDIA END TIME: 3:15 PM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS): _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**LA PAZ ROAD**

DATE: 2/12/2020
 TIME: 1:00 PM - 1:30 PM

WEST CITY LIMITS (I-73) TO MOULTON PKWY

SURVEY BY: C. BUENDIA
 CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF MOULTON
DATE OF SURVEY	2/12/2020
85th PERCENTILE	47.2 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	74.3 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	3
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	17,700
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / 73 FWY / MERIENDA
CROSSWALKS	AT MOULTON / 73 FWY
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME
OTHER	BIKE ROUTE / BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.65
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	SLIGHT "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL / 73 TOLL ROAD
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 45 mph is within 2.2 mph of the 85th percentile speed and meets CVC standards.

File: La Paz 2020-24

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

LA PAZ ROAD
DATE: 2/12/2020
TIME: 1:00 PM - 1:30 PM
WEST CITY LIMITS (I-73) TO MOULTON PK
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	99.4%
54					X	99.4%
53					X	98.8%
52					X	98.8%
51					X	98.2%
50					X	95.8%
49					X	95.2%
48					X	90.4%
47				X		83.2%
46				X		75.4%
45				X		67.7%
44			X			56.3%
43			X			49.1%
42		X				38.3%
41		X				32.9%
40		X				25.1%
39		X				21.0%
38		X				16.2%
37	X					12.6%
36	X					7.2%
35	X					3.6%
34	X					1.8%
33	X					0.6%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH
 LOWER LIMIT 10 MPH PACE: 40 MPH
 PERCENT OVER PACE: 9.6 %
 PERCENT IN PACE: 74.3 %
 PERCENT UNDER PACE: 21.0 %

85th PERCENTILE SPEED: 47.2 MPH
 MEDIAN SPEED: 43.1 MPH
 15th PERCENTILE SPEED: 37.7 MPH

La Paz 2020-24

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17592 Irvine Blvd., Suite 122 Tustin CA. 92680
(714) 731-9155

AGENCY: CITY OF LAGUNA HILLS

STREET: LA Paz Road

LOCATION: WCL (I-73) TO MOUNTAIN PIKNY

WEATHER: CLUNKY

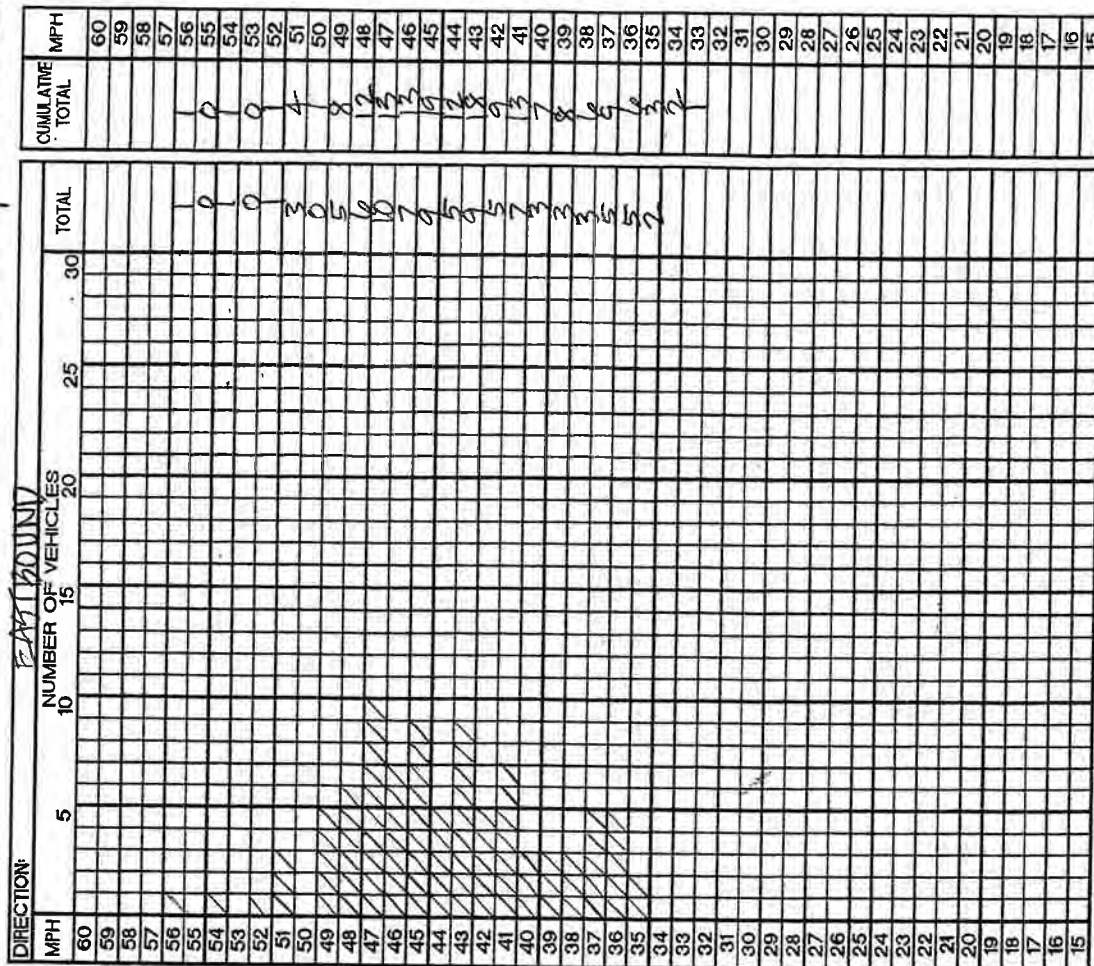
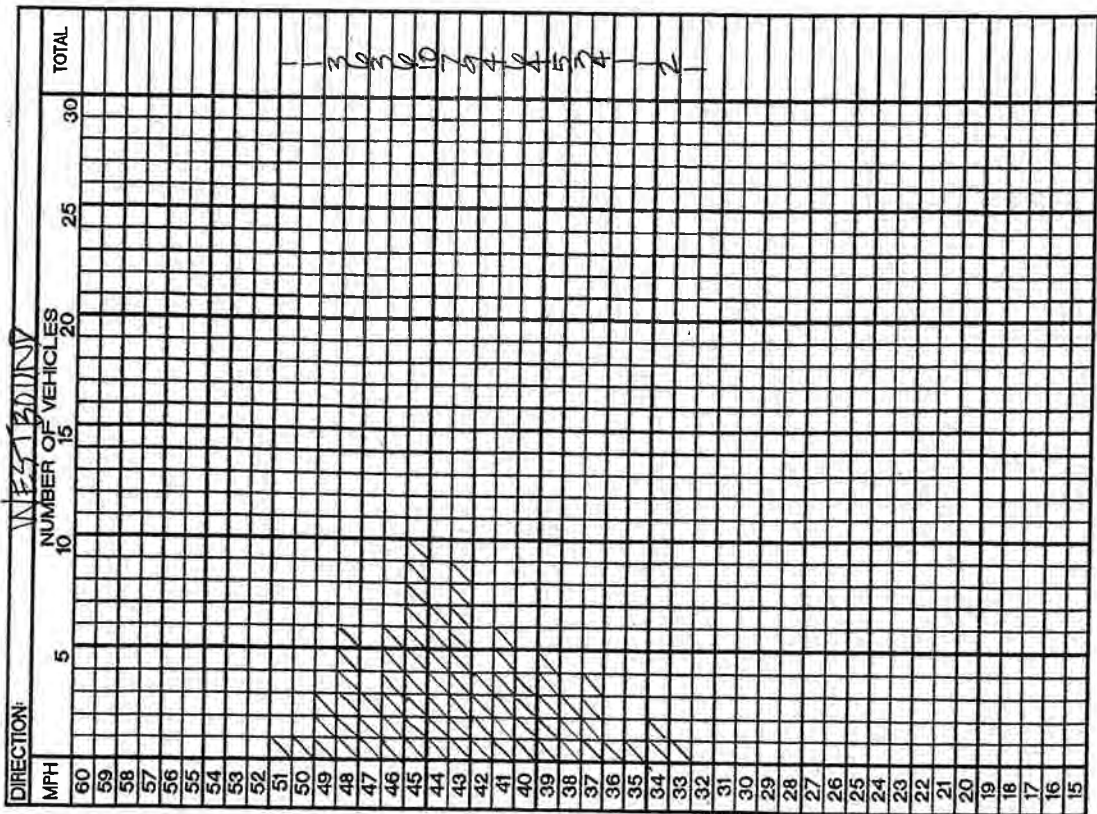
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 02-12-2020

START TIME: 1:00 PM

END TIME: 1:30 PM JUL



ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**LA PAZ ROAD****MOULTON PKWY TO ALISO HILLS DR**

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 1:30 PM - 2:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MOULTON
DATE OF SURVEY	2/12/2020
85th PERCENTILE	52.4 MPH
10 MPH PACE	45 - 54 MPH
PERCENT IN PACE	74.0 %
POSTED SPEED LIMIT	50 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	6
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	16,300
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / ALISO HILLS
CROSSWALKS	AT MOULTN / ALISO HILLS
PEDESTRIAN/BICYCLES	FEW / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE
	SIGNAL AHEAD FLASHING BEACON

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	1.19
VERTICAL CURVE	GRADUAL -MODERATE UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	PAINTED MEDIAN ISLAND
	NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL
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RECOMMENDED SPEED LIMIT	50 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 50 mph is within 2.4 mph of the 85th percentile speed and meets CVC standards.

File: La Paz 2020-25

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

LA PAZ ROAD
DATE: 2/12/2020
TIME: 1:30 PM - 2:00 PM
MOULTON PKWY TO ALISO HILLS DR
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	99.3%
58					X	98.7%
57					X	98.0%
56					X	96.0%
55					X	94.0%
54					X	92.7%
53					X	88.0%
52				X		82.7%
51				X		75.3%
50				X		66.7%
49			X			57.3%
48			X			48.7%
47			X			39.3%
46		X				31.3%
45		X				24.0%
44	X					18.7%
43	X					16.0%
42	X					12.0%
41	X					8.7%
40	X					5.3%
39	X					2.7%
38	X					1.3%
37	X					1.3%
36	X					0.7%
35	X					0.0%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 54 MPH
 LOWER LIMIT 10 MPH PACE: 45 MPH
 PERCENT OVER PACE: 7.3 %
 PERCENT IN PACE: 74.0 %
 PERCENT UNDER PACE: 18.7 %

85th PERCENTILE SPEED: 52.4 MPH
 MEDIAN SPEED: 48.2 MPH
 15th PERCENTILE SPEED: 42.8 MPH

La Paz 2020-25

Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
 Consulting Engineers
 17591 John Rd., Suite 100, Laguna Hills, CA 92653
 (714) 731-9352

AGENCY: CITY OF LAGUNA HILLS

STREET: LA PAZ ROAD

LOCATION: MOUNTAIN PARKWAY TO ALISO HILLS DR

WEATHER: SUNNY

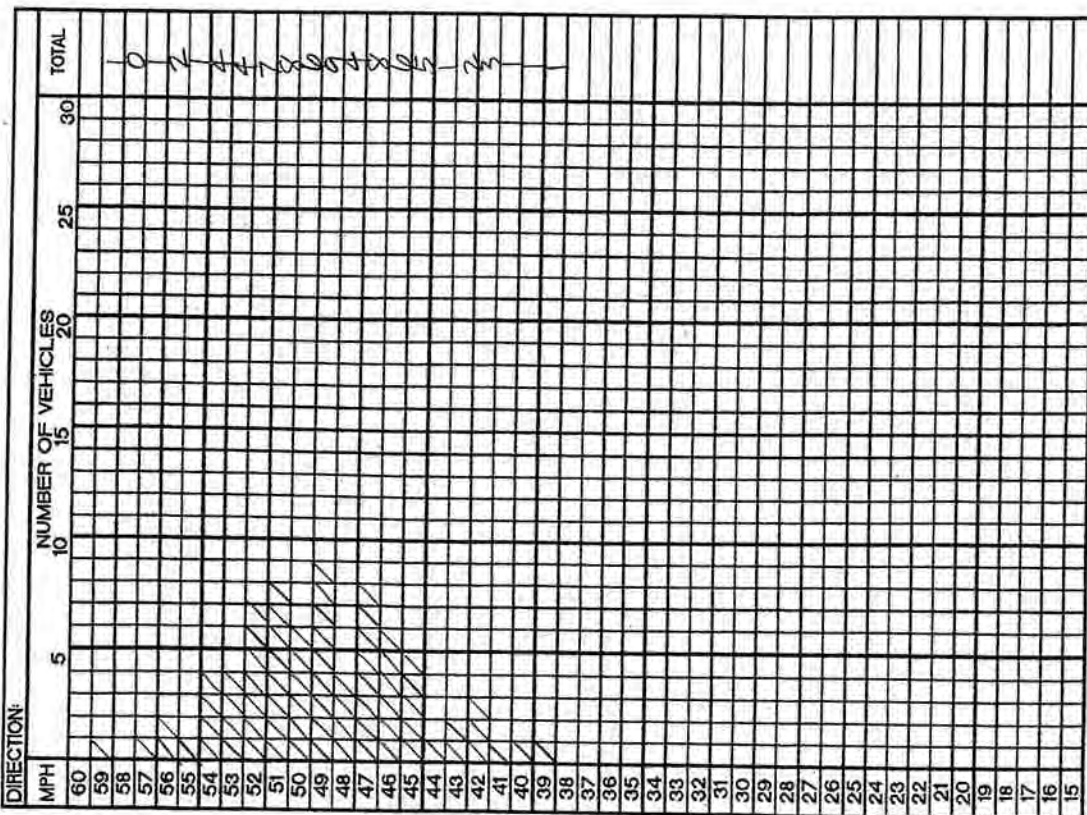
DATE: 02-12-2020

ROAD CONDITION: DRY

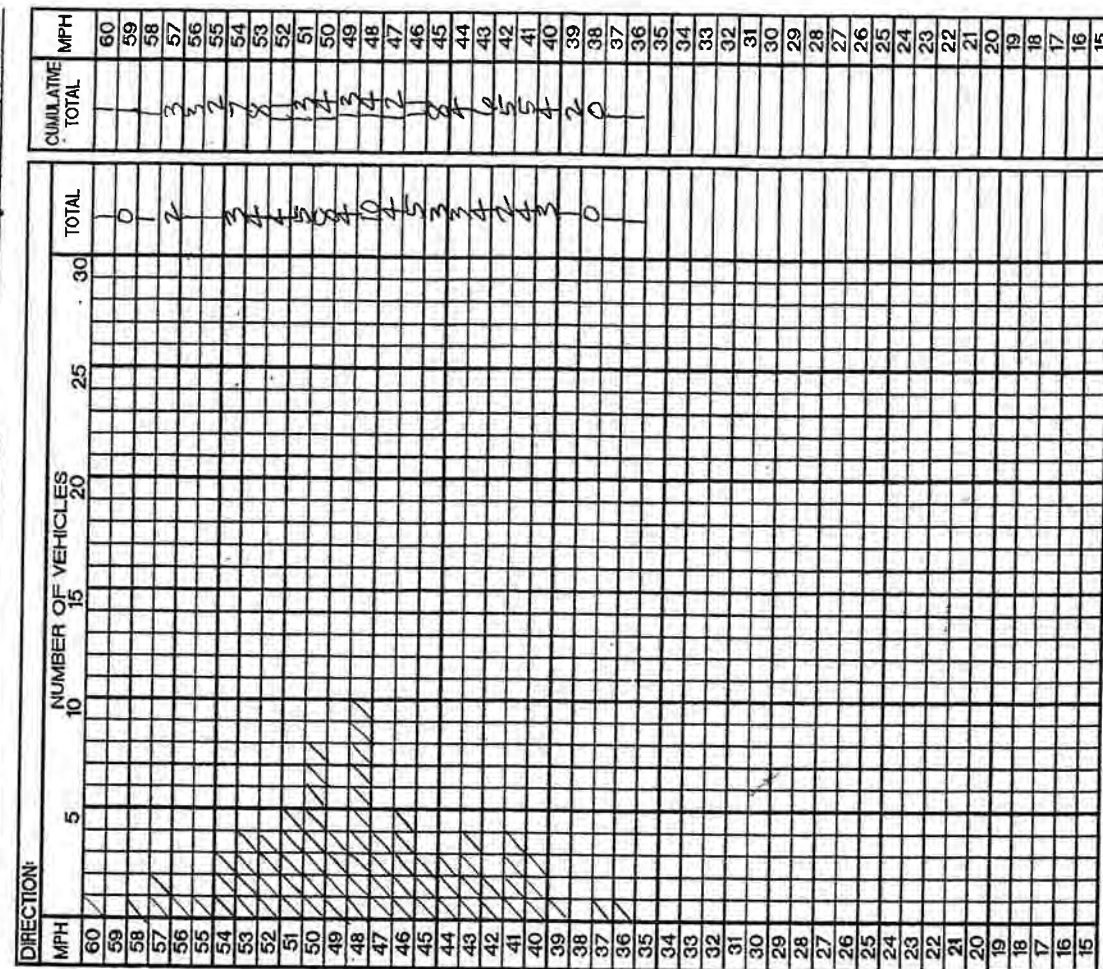
START TIME: 1:30 PM

OBSERVER: CATHY BUENDIA

END TIME: 2:00 PM



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



LA PAZ ROAD

ALISO HILLS DR TO PASEO DE VALENCIA

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 2:00 PM - 2:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF APPALOOSA
DATE OF SURVEY	2/12/2020
85th PERCENTILE	51.3 MPH
10 MPH PACE	43 - 52 MPH
PERCENT IN PACE	72.3 %
POSTED SPEED LIMIT	45 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.21 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	17,800
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - ALISO HILLS / PASEO DE VALENCIA
CROSSWALKS	AT ALISO HILLS / PASEO DE VALENCIA
PEDESTRIAN/BICYCLES	FEW / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE
	ADVANCE WARNING "SIGNAL AHEAD" FLASHING BEACON (EB)

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.37
VERTICAL CURVE	MODERATE DOWNHILL TO PASEO DE VALENCE (EB)
HORIZONTAL CURVE	MODERATE "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	PAINTED MEDIAN ISLAND
	NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF)
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:

This section of La Paz Road is a four lane arterial roadway. Field observations include a speed limit of 45 mph, areas of gradual to moderate horizontal and vertical curves, "No Parking Entire Block", narrow shoulders, and an advance warning "Signal Ahead" flashing beacon (eastbound). Due to a vertical curve, the sight distance exiting Monte Vista is approximately 410 feet and the sight distance for a potential speed increase to 50 mph is 430 feet. Therefore, the limited sight distance justifies the recommendation for maintaining the 45 mph speed limit.

NF = NON-FRONTING

File: La Paz 2020-26

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

LA PAZ ROAD

DATE: 2/12/2020

TIME: 2:00 PM - 2:30 PM

ALISO HILLS DR TO PASEO DE VALENCIA

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	97.3%
55					X	95.7%
54					X	93.1%
53					X	90.4%
52					X	89.4% } PACE
51				X		83.5% } PACE ---85PCT
50				X		79.8% } PACE
49				X		71.8% } PACE
48			X			63.3% } PACE
47			X			55.3% } PACE
46			X			48.4% } PACE ---MEAN
45		X				39.4% } PACE
44		X				28.2% } PACE
43		X				22.3% } PACE
42		X				17.0%
41	X					11.7% ---15PCT
40	X					8.5%
39	X					5.9%
38	X					4.8%
37	X					2.7%
36	X					1.6%
35	X					1.1%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 52 MPH

LOWER LIMIT 10 MPH PACE: 43 MPH

PERCENT OVER PACE: 10.6 %

PERCENT IN PACE: 72.3 %

PERCENT UNDER PACE: 17.0 %

85th PERCENTILE SPEED: 51.3 MPH

MEDIAN SPEED: 46.2 MPH

15th PERCENTILE SPEED: 41.6 MPH

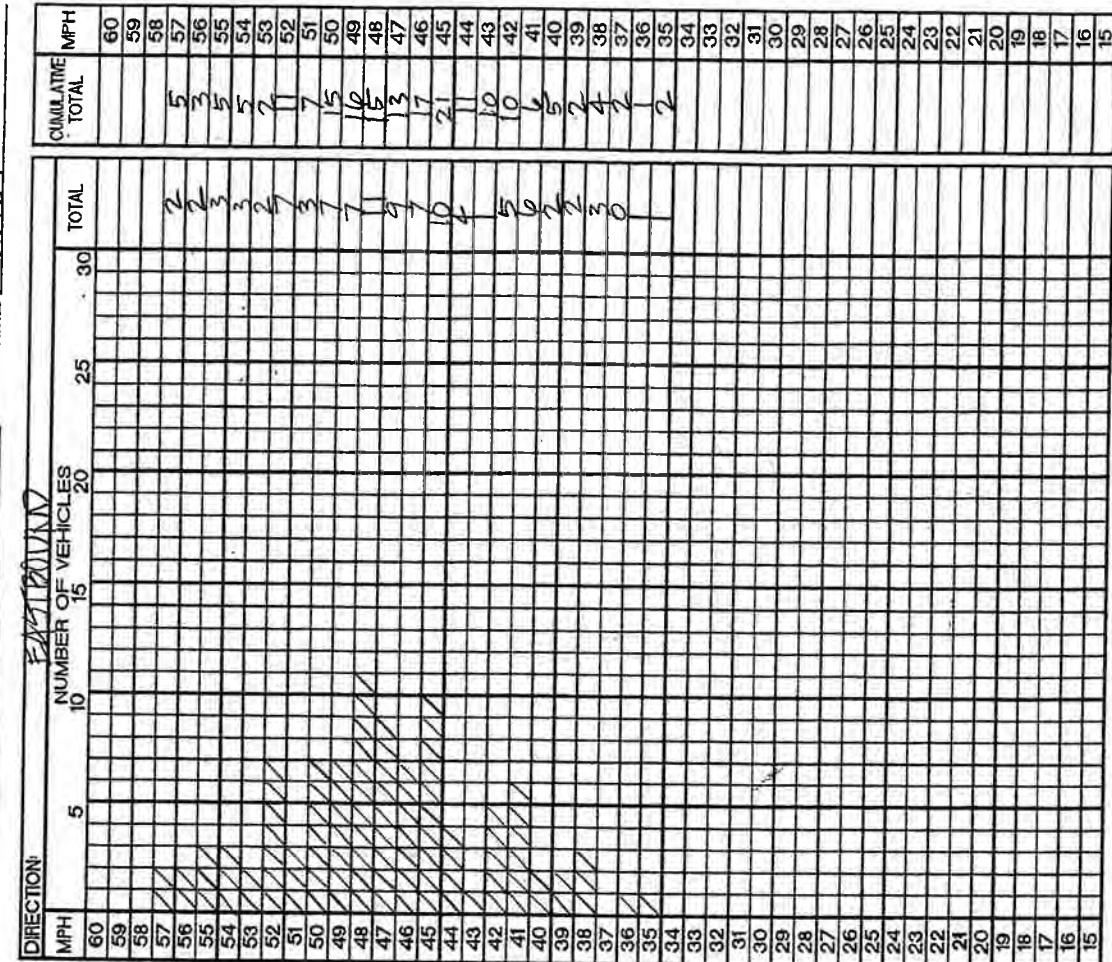
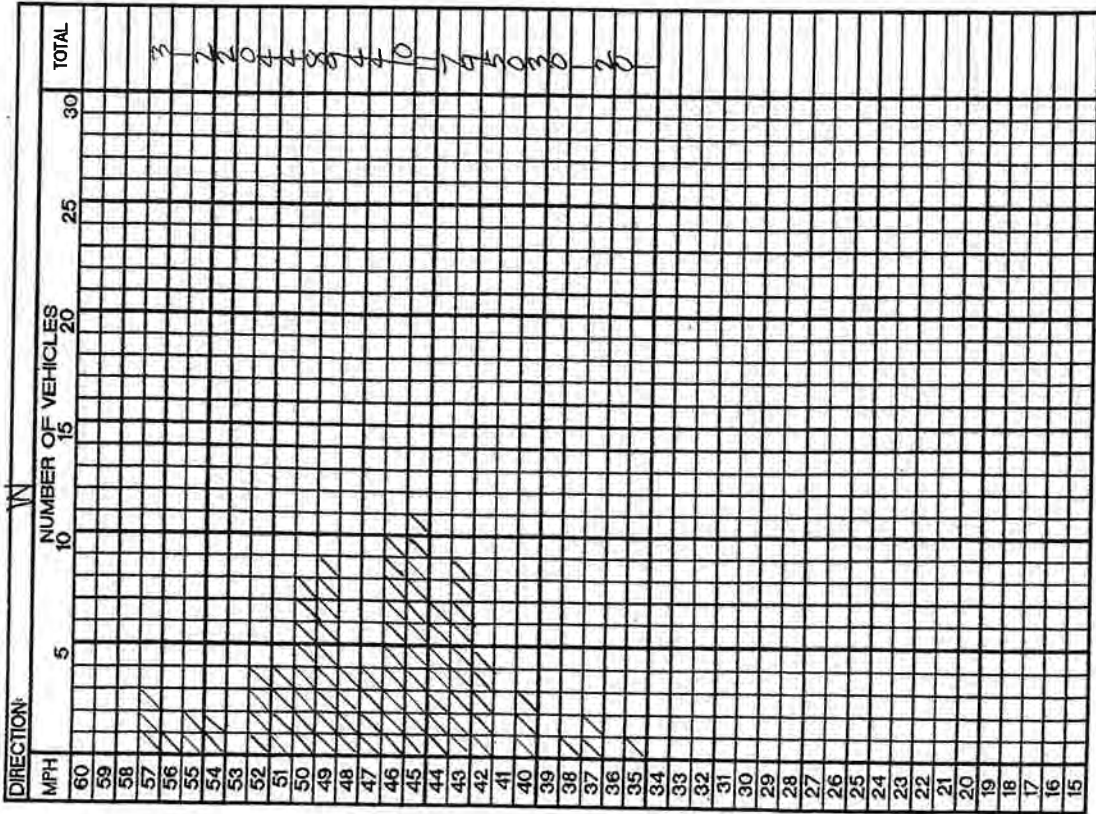
La Paz 2020-26

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 11591 Loma Blvd, Suite 112, Tustin, CA 92680
 (714) 731-5455

AGENCY: CITY OF LAUREL HILLS
 STREET: LA PAZ ROAD
 LOCATION: ALISO HILLS DE TO PASO DE VALENTIA

WEATHER: WINDY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA
 DATE: 02-12-2020
 START TIME: 2:00 PM
 END TIME: 2:30 PM



AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____
 CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**LA PAZ ROAD**

DATE: 2/13/2020
 TIME: 11:00 AM - 11:30 AM

PASEO DE VALENCIA TO RICKENBACKER RD

SURVEY BY: C. BUENDIA
 CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF PASEO DE VALENCIA
DATE OF SURVEY	2/13/2020
85th PERCENTILE	44.8 MPH
10 MPH PACE	35 - 44 MPH
PERCENT IN PACE	69.0 %
POSTED SPEED LIMIT	40 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	3
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	19,200
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - PASEO DE VALENCIA
CROSSWALKS	AT PASEO DE VALENCIA (sch)
PEDESTRIAN/BICYCLES	YES / FEW
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	BIKE LANE / BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.31
VERTICAL CURVE	GRADUAL-MODERATE UPHILL (WB)
HORIZONTAL CURVE	MODERATE "S" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO (WB) - YES / FEW (EB)
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND NO SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL (at Rickenbacher) / ELEMENTARY SCH
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
The recommended 40 mph is within 4.8 mph of the 85th percentile speed and meets CVC standards.

*25 MPH While Children Present, School zone

File: La Paz 2020-27

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
LA PAZ ROAD
DATE: 2/13/2020
TIME: 11:00 AM - 11:30 AM
PASEO DE VALENCIA TO RICKENBACKER
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	99.5%
50					X	98.4%
49						95.2%
48					X	93.0%
47					X	92.5%
46					X	89.3%
45					X	86.1%
44				X		81.3% }PACE ---85PCT
43				X		75.4% }PACE
42				X		71.1% }PACE
41			X			62.0% }PACE
40			X			53.5% }PACE
39			X			43.9% }PACE ---MEAN
38			X			39.0% }PACE
37		X				31.0% }PACE
36	X					22.5% }PACE
35	X					18.7% }PACE
34	X					12.3% ---15PCT
33	X					9.1%
32	X					6.4%
31	X					2.1%
30	X					1.1%
29	X					1.1%
28	X					0.5%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH

LOWER LIMIT 10 MPH PACE: 35 MPH

PERCENT OVER PACE: 18.7 %

PERCENT IN PACE: 69.0 %

PERCENT UNDER PACE: 12.3 %

85th PERCENTILE SPEED: 44.8 MPH

MEDIAN SPEED: 39.6 MPH

15th PERCENTILE SPEED: 34.4 MPH

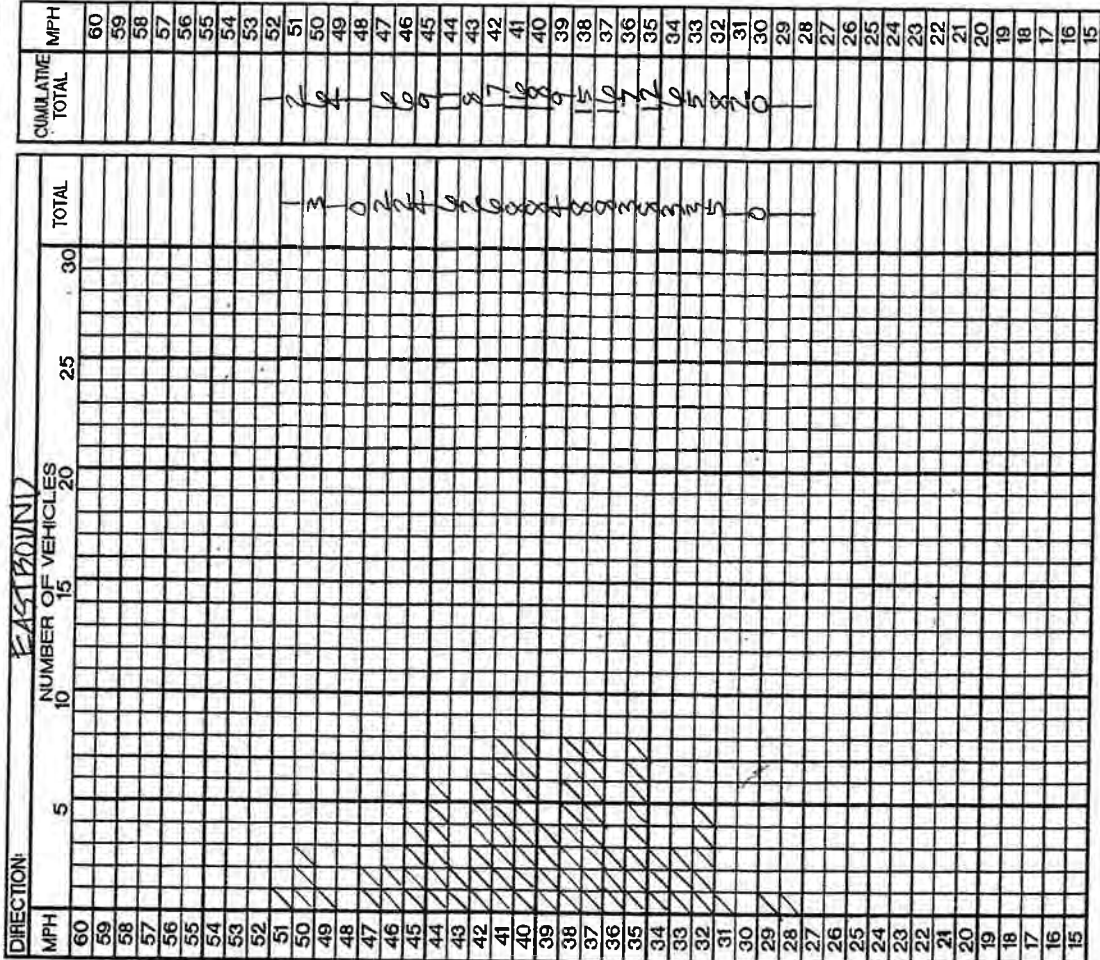
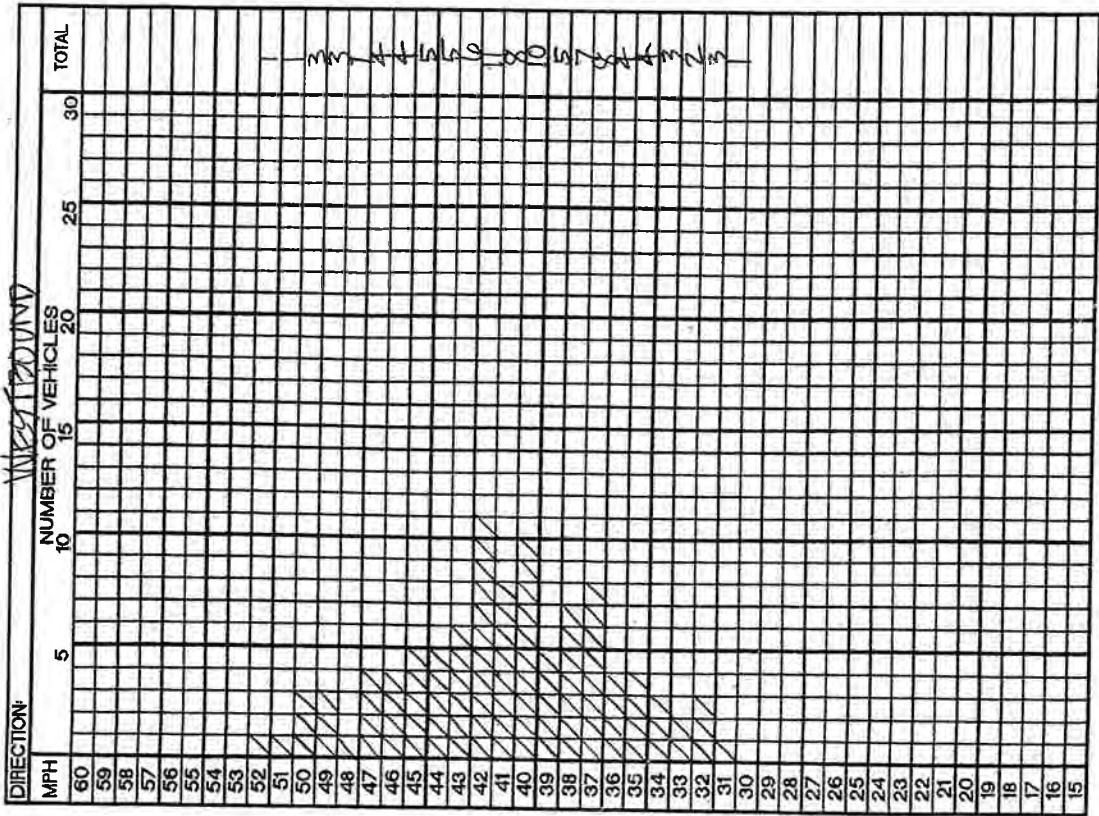
La Paz 2020-27

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
COUNTY TRAFFIC ENGINEER
11551 Lehn Blvd., Suite 112, Escondido, CA 92029
(761) 751-9455

AGENCY: CITY OF LAGUNA HILLS
STREET: LA PAZ ROAD
LOCATION: PASEO DE VALENCIA TO RICKENBACKER RD

WEATHER: SUNNY DATE: 02-13-2020
ROAD CONDITION: DRY START TIME: 11:00 AM
OBSERVER: CATHY BUENDIA END TIME: 11:30 AM VLM



CUMULATIVE TOTAL	MPH
2	60
2	59
0	58
0	57
0	56
0	55
0	54
0	53
0	52
0	51
0	50
0	49
0	48
0	47
0	46
0	45
0	44
0	43
0	42
0	41
0	40
0	39
0	38
0	37
0	36
0	35
0	34
0	33
0	32
0	31
0	30
0	29
0	28
0	27
0	26
0	25
0	24
0	23
0	22
0	21
0	20
0	19
0	18
0	17
0	16
0	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**LA PAZ ROAD****RICKENBACKER RD TO I-5 FREEWAY**

DATE: 2/13/2020

SURVEY BY: C. BUENDIA

TIME: 10:30 AM - 11:00 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF RICKENBACHER
DATE OF SURVEY	2/13/2020
85th PERCENTILE	39.7 MPH
10 MPH PACE	31 - 40 MPH
PERCENT IN PACE	71.2 %
POSTED SPEED LIMIT	35 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	11
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	28,000
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CABOT / McINTIRE
CROSSWALKS	AT CABOT / McINTIRE
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	BUS STOPS BIKE LANE

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.35
VERTICAL CURVE	STEEP DOWNHILL (EB)
HORIZONTAL CURVE	SLIGHT "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND / NO SHOULDERS SHORT DISTANCE BTWN SIGNALS - SURVEYED ON GREENS ONLY

ADJACENT LAND USE	COMMERCIAL / FWY RAMPS
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RECOMMENDED SPEED LIMIT	35 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
The recommended 35 mph is within 4.7 mph of the 85th percentile speed and meets CVC standards.

File: La Paz 2020-28

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

LA PAZ ROAD

DATE: 2/13/2020

TIME: 10:30 AM - 11:00 AM

RICKENBACKER RD TO I-5 FREEWAY

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	99.2%
46					X	99.2%
45					X	99.2%
44					X	97.6%
43					X	96.0%
42					X	94.4%
41					X	91.2%
40				X		88.0%
39				X		78.4%
38				X		73.6%
37			X			65.6%
36			X			61.6%
35			X			57.6%
34		X				44.8%
33		X				36.0%
32		X				30.4%
31	X					24.0%
30	X					16.8%
29	X					10.4%
28	X					5.6%
27	X					3.2%
26	X					1.6%
25	X					1.6%
24	X					0.8%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 40 MPH

LOWER LIMIT 10 MPH PACE: 31 MPH

PERCENT OVER PACE: 12.0 %

PERCENT IN PACE: 71.2 %

PERCENT UNDER PACE: 16.8 %

85th PERCENTILE SPEED: 39.7 MPH

MEDIAN SPEED: 34.4 MPH

15th PERCENTILE SPEED: 29.7 MPH

La Paz 2020-28

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11593 Krebs Blvd., Suite 112 Irvine CA 92650
(714) 731-9455

AGENCY: CITY OF JASNA HILLS

STREET: LA PAZ ROAD

LOCATION: RICKENBACKER RD TO I-5 FWY

WEATHER: SUNNY

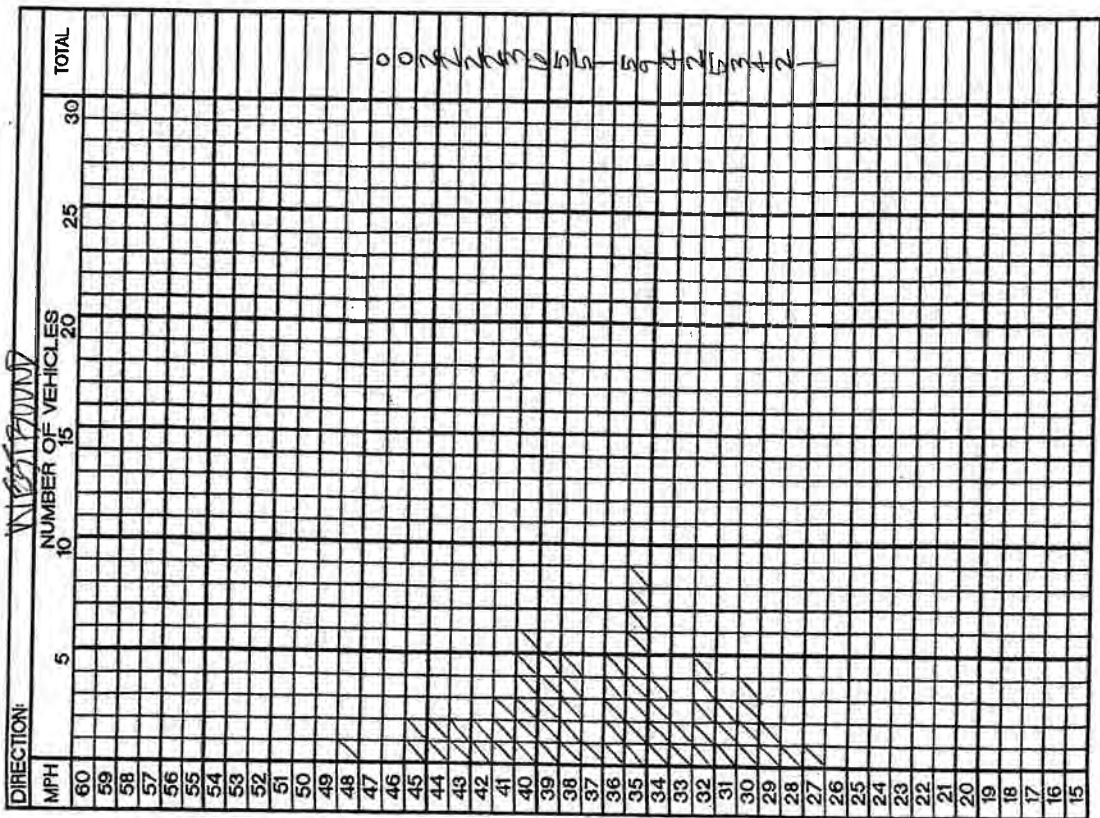
ROAD CONDITION: Dry

OBSERVER: CATHY BUENDIA

DATE: 02-13-2020

START TIME: 10:30 AM

END TIME: 11:00 AM VCH-

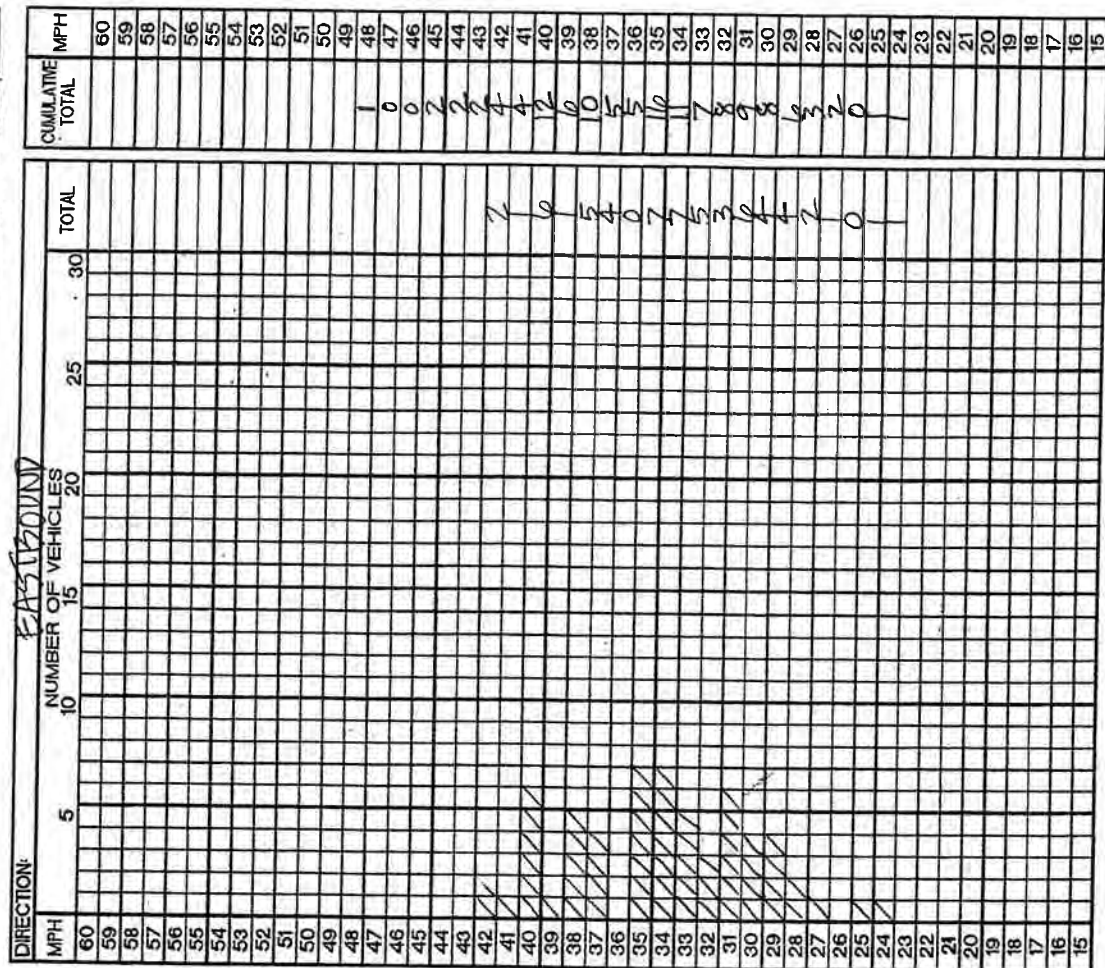


**AVERAGE
SPEED:**

**CRITICAL
SPEED:**

**PACE
SPEED:**

CUMULATIVE (BOTH DIRECTIONS)



**AVERAGE
SPEED:**

CRITICAL
SPEED:

**PACE
SPEED:**

3.4.a

28

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



LAGUNA HILLS DRIVE

MOULTON PKWY TO PASEO DE VALENCIA

DATE: 2/13/2020

SURVEY BY: C. BUENDIA

TIME: 12:15 PM - 12:50 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF INDIAN HILL
DATE OF SURVEY	2/13/2020
85th PERCENTILE	48.6 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	71.7 %
POSTED SPEED LIMIT	45 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	3
TOTAL ACCIDENTS	15
ANNUAL ACCIDENT RATE	1.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.37 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	22,400
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - PASEO DE VALENCIA / INDIAN HILL / MOULTON
CROSSWALKS	AT PASEO DE VALENCIA / INDIAN HILL / MOULTON
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	YES (w/PERMIT-WB) / YES (Heavy -EB)
OTHER	PAINTED BIKE LANES

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.50
VERTICAL CURVE	GRADUAL UPHILL GRADES
HORIZONTAL CURVE	SLIGHT "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	LAGUNA HILLS HIGH SCH / RESIDENTIAL (NF) / PARK
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 45 mph is within 3.6 mph of the 85th percentile speed and meets CVC standards.

File: Laguna Hills 2020-29

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
LAGUNA HILLS DRIVE
DATE: 2/13/2020
TIME: 12:15 PM - 12:50 PM
MOULTON PKWY TO PASEO DE VALENCIA
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	98.9%
51					X	95.6%
50					X	90.6%
49					X	87.2%
48					X	82.2%
47					X	74.4%
46				X		66.1%
45			X			56.1%
44			X			46.7%
43		X				42.2%
42		X				35.6%
41		X				27.8%
40		X				22.8%
39		X				15.6%
38		X				12.2%
37		X				8.3%
36	X					2.2%
35	X					1.7%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 12.8 %

PERCENT IN PACE: 71.7 %

PERCENT UNDER PACE: 15.6 %

85th PERCENTILE SPEED: 48.6 MPH

MEDIAN SPEED: 44.4 MPH

15th PERCENTILE SPEED: 38.8 MPH

Laguna Hills 2020-29

Radar Speed Survey Field Sheet

Consulting Traffic Engineers
171 Colorado Way, Suite 200
171 Colorado Way, Suite 200
171 Colorado Way, Suite 200
171 Colorado Way, Suite 200

AGENCY: CITY OF LAGUNA HILLS
STREET: LAGUNA HILLS DRIVE
LOCATION: MOUNTAIN PKWY TO PASEO DE VALENCIA

WEATHER: _____ DATE: 02-13-2020
ROAD CONDITION: _____ START TIME: 12:15 PM
OBSERVER: Cathy Buendia END TIME: 12:50 PM 1/1/20

DIRECTION: <u>WEST</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
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16						
15						

DIRECTION: <u>EAST</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
46						
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16						
15						

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**LAKE FOREST DRIVE****SANTA VITTORIA DR TO MOULTON PKWY**

DATE: 1/24/2020

SURVEY BY: C. BUENDIA

TIME: 11:00 AM - 11:45 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MILL
DATE OF SURVEY	1/24/2020
85th PERCENTILE	47.7 MPH
10 MPH PACE	39 - 48 MPH
PERCENT IN PACE	78.7 %
POSTED SPEED LIMIT	45 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	11,800
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON-IRVINE CTR / MILL CREEK-SCIENTIFIC / SANTA VITTORIA
CROSSWALKS	AT MOULTON-IRVINE CTR / MILL CREEK-SCIENTIFIC / SANTA VITTORIA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	DESIGNATED BIKE LANES
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.65
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	NONE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND BUS CUT OUTS
ADJACENT LAND USE	INDUSTRIAL / COMMERCIAL / BUSINESS / RESIDENTIAL (NF)
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 45 mph is within 2.7 mph of the 85th percentile speed and meets CVC standards.	

NF = NON-FRONTING

File: Lake Forest 2020-30

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
LAKE FOREST DRIVE
DATE: 1/24/2020
TIME: 11:00 AM - 11:45 AM
SANTA VITTORIA DR TO MOULTON PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	99.2%
53					X	97.5%
52					X	96.7%
51					X	93.4%
50					X	93.4%
49					X	89.3%
48					X	88.5% }PACE
47				X		77.9% }PACE ---85PCT
46				X		70.5% }PACE
45				X		65.6% }PACE
44			X			54.1% }PACE
43		X				39.3% }PACE ---MEAN
42		X				30.3% }PACE
41	X					23.8% }PACE
40	X					17.2% }PACE
39	X					12.3% }PACE ---15PCT
38	X					9.8%
37	X					5.7%
36	X					3.3%
35	X					1.6%
34	X					1.6%
33	X					1.6%
32	X					0.8%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 48 MPH

LOWER LIMIT 10 MPH PACE: 39 MPH

PERCENT OVER PACE: 11.5 %

PERCENT IN PACE: 78.7 %

PERCENT UNDER PACE: 9.8 %

85th PERCENTILE SPEED: 47.7 MPH

MEDIAN SPEED: 43.7 MPH

15th PERCENTILE SPEED: 39.6 MPH

Lake Forest 2020-30

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 15521 Inna Rd., Suite 121, Encino, CA 91436
 (818) 731-9105

AGENCY: CITY OF LAQUANA HILLS
 STREET: LAKE FOREST DRIVE
 LOCATION: SANTA VICTORIA DR TO MOUNTAIN PARKWAY

WEATHER: SUNNY

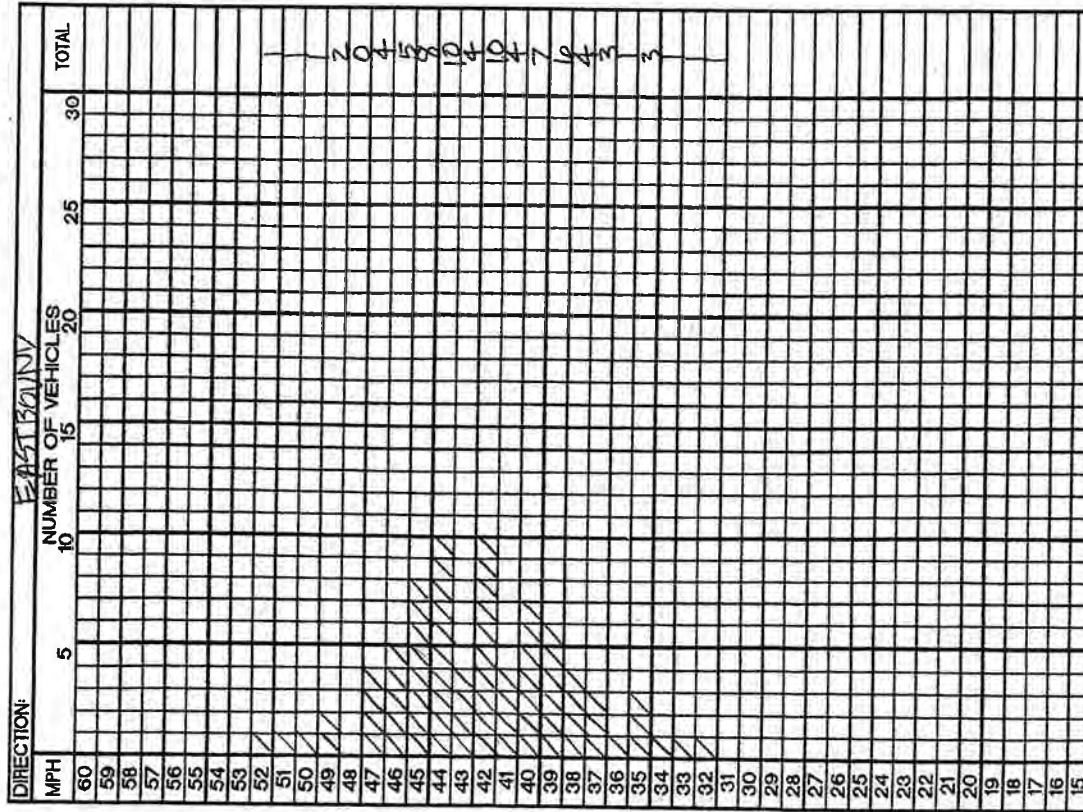
DATE: 01-24-2020

ROAD CONDITION:

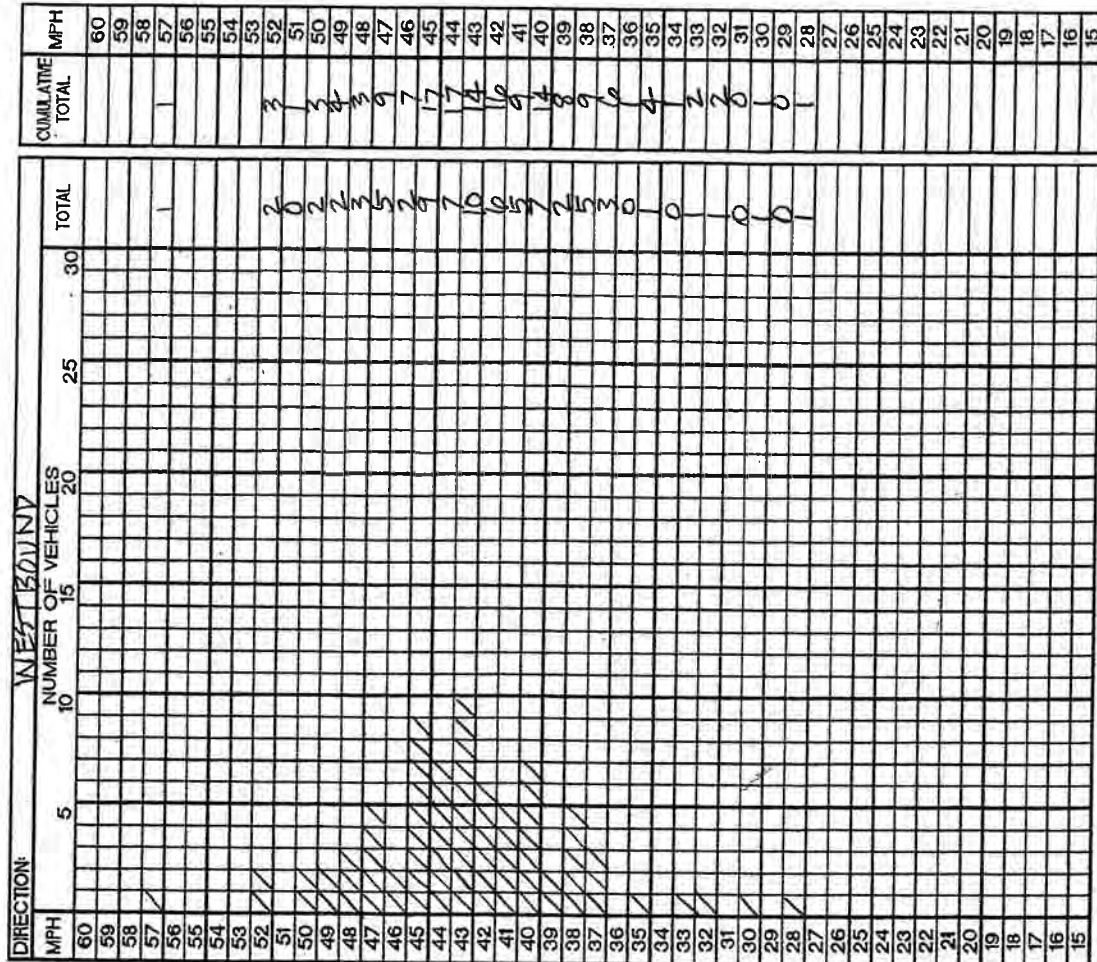
START TIME: 11:00 AM

OBSERVER: CATHY BUENDIA

END TIME: 11:45 AM



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



LAKE FOREST DRIVE

MOULTON PKWY TO I-5 FREEWAY

DATE: 1/24/2020
TIME: 10:00 AM - 11:00 AM

SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MOULTON
DATE OF SURVEY	1/24/2020
85th PERCENTILE	42.7 MPH
10 MPH PACE	35 - 44 MPH
PERCENT IN PACE	84.6 %
POSTED SPEED LIMIT	40 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	27
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.17 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	30,300
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CARLOTA / MOULTON-IRVINE / DEL LAGO-RESEARCH
CROSSWALKS	AT CARLOTA / MOULTON-IRVINE / DEL LAGO-RESEARCH
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES (Heavy)
ON-STREET PARKING	NO STOPPING ANYTIME ENTIRE BLOCK
OTHER	DESIGNATED BIKE LANES / BUS CUT OUTS
	SHORT DISTANCE BTWN INTERSECTIONS SURVEYED ON GREENS ONLY
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.54
VERTICAL CURVE	SLIGHT-GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	SLIGHT "S" CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / MANY
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND
	DENSE TRAFFIC
ADJACENT LAND USE	COMMERCIAL / BUSINESS / FWY RAMPS
RECOMMENDED SPEED LIMIT	40 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 40 mph is within 2.7 mph of the 85th percentile speed and meets CVC standards.	

File: Lake Forest 2020-31

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

LAKE FOREST DRIVE

DATE: 1/24/2020

TIME: 10:00 AM - 11:00 AM

MOULTON PKWY TO I-5 FREEWAY

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	99.3%
50					X	98.5%
49					X	97.8%
48					X	96.3%
47					X	95.6%
46					X	94.1%
45					X	92.6%
44					X	91.2% }PACE
43					X	88.2% }PACE
42				X		77.2% }PACE ---85PCT
41				X		72.8% }PACE
40				X		66.2% }PACE
39			X			52.9% }PACE
38			X			43.4% }PACE ---MEAN
37		X				33.8% }PACE
36		X				25.0% }PACE
35		X				16.2% }PACE
34	X					6.6% ---15PCT
33	X					3.7%
32	X					0.7%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH
 LOWER LIMIT 10 MPH PACE: 35 MPH
 PERCENT OVER PACE: 11.8 %
 PERCENT IN PACE: 84.6 %
 PERCENT UNDER PACE: 6.6 %

85th PERCENTILE SPEED: 42.7 MPH
 MEDIAN SPEED: 38.7 MPH
 15th PERCENTILE SPEED: 34.9 MPH

Lake Forest 2020-31

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11591 Lake Blvd., Suite 102, San Diego, CA 92126
(619) 581-9800

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS DATE: 01-24-2020
STREET: LAKE FOREST DRIVE ROAD CONDITION: DRY START TIME: 10:00 AM
LOCATION: MOULTON PLINY TO I-5 FWY OBSERVER: CATHY BUENDIA END TIME: 11:00 AM JCB

DIRECTION: <u>WESTBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	
60						
59						
58						
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17						
16						
15						

DIRECTION: <u>EASTBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
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15						

AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



LOS ALISOS BOULEVARD

I-5 FREEWAY TO PASEO DE VALENCIA

DATE: 2/13/2020

SURVEY BY: C. BUENDIA

TIME: 1:15 PM - 1:45 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF PASEO DE VALENCIA
DATE OF SURVEY	2/13/2020
85th PERCENTILE	43.1 MPH
10 MPH PACE	34 - 43 MPH
PERCENT IN PACE	69.0 %
POSTED SPEED LIMIT	40 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	20,800
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - AVENIDA CARLOTA / PASEO DE VALENCIA
CROSSWALKS	AT AVENIDA CARLOTA / PASEO DE VALENCIA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	YES (WB) / NO PARKING ANYTIME ENTIRE BLOCK (EB)
OTHER	DESIGNATED BIKE LANES

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.43
VERTICAL CURVE	SLIGHT UPHILL GRADE (EB)
HORIZONTAL CURVE	GRADUAL "S" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	NO SHOULDER (EB)

ADJACENT LAND USE	RESIDENTIAL (NF) / FWY OVERPASS
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 40 mph is within 3.1 mph of the 85th percentile speed and meets CVC standards.	

File: Los Alisos 2020-32

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
LOS ALISOS BOULEVARD
DATE: 2/13/2020
TIME: 1:15 PM - 1:45 PM
I-5 FREEWAY TO PASEO DE VALENCIA
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	99.5%
49					X	99.0%
48					X	97.5%
47					X	95.9%
46					X	91.9%
45					X	89.3%
44					X	87.8%
43					X	84.8%
42					X	79.7%
41					X	75.1%
40					X	70.6%
39					X	58.9%
38					X	52.8%
37					X	44.2%
36					X	37.6%
35					X	28.4%
34					X	20.8%
33					X	15.7%
32					X	11.2%
31					X	6.6%
30					X	2.5%
29					X	2.0%
28					X	1.0%
27					X	1.0%
26					X	0.0%
25					X	0.0%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 43 MPH

LOWER LIMIT 10 MPH PACE: 34 MPH

PERCENT OVER PACE: 15.2 %

PERCENT IN PACE: 69.0 %

PERCENT UNDER PACE: 15.7 %

85th PERCENTILE SPEED: 43.1 MPH

MEDIAN SPEED: 37.7 MPH

15th PERCENTILE SPEED: 32.8 MPH

Los Alisos 2020-32

Radar Speed Survey Field Sheet

Consulting Traffic Engineers
1111 Commercial Way, Suite 201
Tomball, Texas 77375
713-344-7777
www.jaycoinc.com

AGENCY: CITY OF LAKEWANA HILLS

STREET: LOS ALAMOS BOULEVARD

LOCATION: I-5 FLY (OVERPASS) TO P.D. VALENCIA

WEATHER: SUNNY

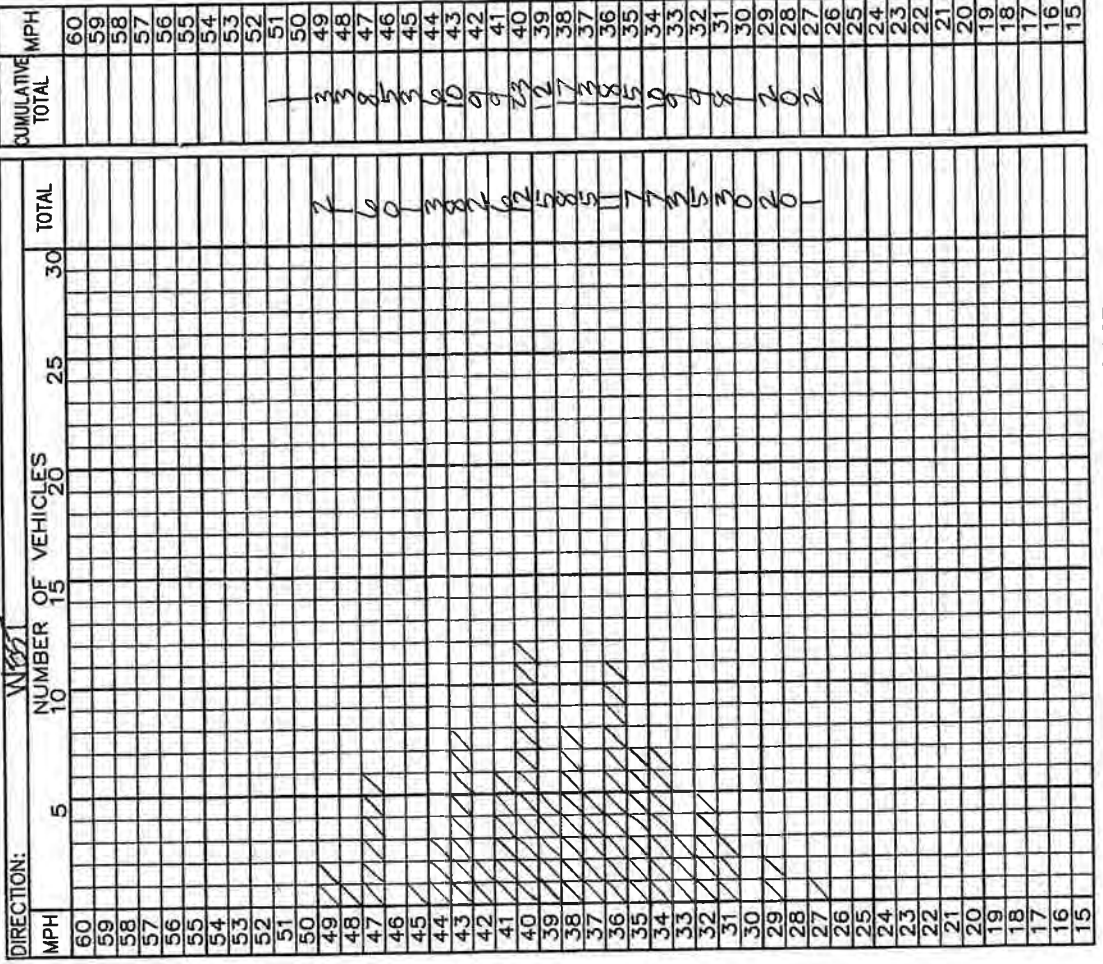
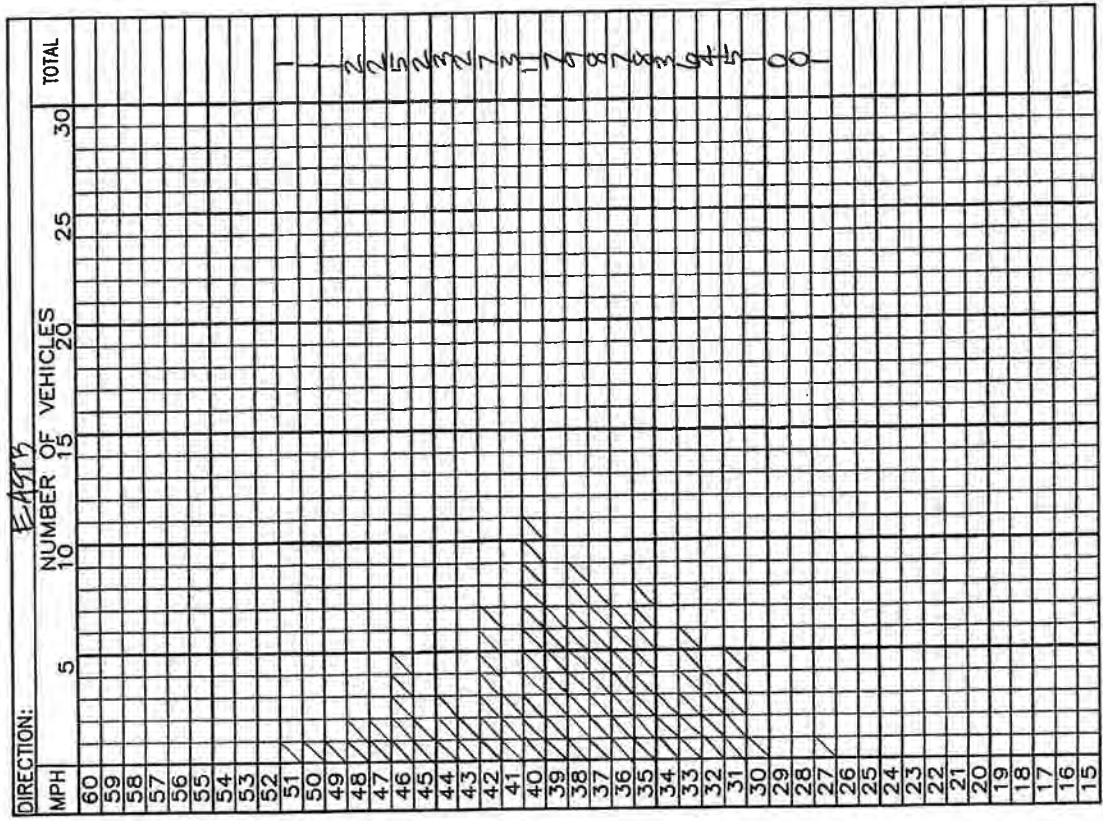
ROAD CONDITION: DRY

OBSERVER: Cathy Buendia

DATE: 02-13-2020

START TIME: 1:15 PM

END TIME: 1:45 PM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

CUMULATIVE (BOTH DIRECTIONS)

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



LOUISA STREET

MOULTON PKWY TO LUPITA (END)

DATE: 1/21/2020

SURVEY BY: C. BUENDIA

TIME: 3:30 PM - 4:45 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MOULTON
DATE OF SURVEY	1/21/2020
85th PERCENTILE	31.1 MPH
10 MPH PACE	24 - 33 MPH
PERCENT IN PACE	88.3 %
POSTED SPEED LIMIT	30 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,200
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - MOULTON
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES (EB) WITH PERMIT
OTHER	NO PARKING ANYTIME (WB)

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.08
VERTICAL CURVE	SLIGHT UPHILL GRADE (EB)
HORIZONTAL CURVE	SLIGHT "S" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (EB) - NO / NO (WB)
STREET LIGHTING	YES
OTHER	

ADJACENT LAND USE	RESIDENTIAL (F+NF)
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RECOMMENDED SPEED LIMIT	30 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 30 mph is within 1.1 mph of the 85th percentile speed and meets CVC standards.	

F+NF = Fronting + Non-Fronting

File: Louisa 2020-33

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

LOUISA STREET

DATE: 1/21/2020

TIME: 3:30 PM - 4:45 PM

MOULTON PKWY TO LUPITA (END)

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED		CUMMULATIVE PERCENT					
		20	40	60	80	100	
60						X	100.0%
59						X	100.0%
58						X	100.0%
57						X	100.0%
56						X	100.0%
55						X	100.0%
54						X	100.0%
53						X	100.0%
52						X	100.0%
51						X	100.0%
50						X	100.0%
49						X	100.0%
48						X	100.0%
47						X	100.0%
46						X	100.0%
45						X	100.0%
44						X	100.0%
43						X	100.0%
42						X	100.0%
41						X	100.0%
40						X	100.0%
39						X	100.0%
38						X	100.0%
37						X	100.0%
36						X	100.0%
35						X	98.7%
34						X	97.4%
33						X	96.1%
32						X	96.1%
31						X	89.6%
30						X	84.4%
29						X	77.9%
28						X	64.9%
27						X	55.8%
26						X	44.2%
25						X	28.6%
24						X	19.5%
23						X	11.7%
22						X	7.8%
21						X	3.9%
20						X	1.3%
19						X	1.3%
18						X	0.0%
17						X	0.0%
16						X	0.0%
15						X	0.0%

UPPER LIMIT 10 MPH PACE: 33 MPH

LOWER LIMIT 10 MPH PACE: 24 MPH

PERCENT OVER PACE: 3.9 %

PERCENT IN PACE: 88.3 %

PERCENT UNDER PACE: 7.8 %

85th PERCENTILE SPEED: 31.1 MPH

MEDIAN SPEED: 27.5 MPH

15th PERCENTILE SPEED: 24.4 MPH

Louisa 2020-33

Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
 Consulting Team: Engineers
 1732 West Blvd., Suite 112, Escondido, CA 92029
 (760) 751-5522

AGENCY: CITY OF LAGUNA HILLS
 STREET: LOUISA STREET
 LOCATION: MOULTON PKWY TO LUPITA (END)

WEATHER: SUNNY DATE: 01-21-2020
 ROAD CONDITION: DRY START TIME: 3:30 PM
 OBSERVER: CATHY BUENDIA END TIME: 4:45 PM VLM

DIRECTION: <u>WESTBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
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18						
17						
16						
15						

DIRECTION: <u>EASTBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
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16						
15						

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



MILL CREEK DRIVE

LAKE FOREST DR TO RIDGE ROUTE DR

DATE: 1/21/2020

SURVEY BY: C. BUENDIA

TIME: 12:45 PM - 1:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF ARBOLADO
DATE OF SURVEY	1/21/2020
85th PERCENTILE	32.7 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	82.9 %
POSTED SPEED LIMIT	30 MPH / 25 MPH*
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	3
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.72 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	2,700
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LAKE FOREST, STOP - RIDGE ROUTE
CROSSWALKS	AT LAKE FOREST
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	AREAS OF NO PARKING ANYTIME
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.70
VERTICAL CURVE	CONSTANT MODERATE UP-DOWNHILL GRADES
HORIZONTAL CURVE	CONSTANT MODERATE SWEEPING "S" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (many areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	PARTIAL / YES (heavy)
STREET LIGHTING	YES
OTHER	DBL YELLOW CENTERLINE
ADJACENT LAND USE	BUSINESS / NEW VISTA SCHOOL
RECOMMENDED SPEED LIMIT	30 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 30 mph is within 2.7 mph of the 85th percentile speed and meets CVC standards.	

*25 MPH When Children Present, School Zone

File: Mill Creek 2020-34

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

MILL CREEK DRIVE
DATE: 1/21/2020
TIME: 12:45 PM - 1:30 PM
LAKE FOREST DR TO RIDGE ROUTE DR
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	99.3%
36					X	95.9%
35					X	94.5%
34					X	91.8% }PACE
33					X	87.0% }PACE
32					X	79.5% }PACE ---85PCT
31					X	72.6% }PACE
30					X	63.0% }PACE
29					X	53.4% }PACE
28					X	41.8% }PACE ---MEAN
27					X	34.2% }PACE
26					X	24.0% }PACE
25					X	18.5% }PACE
24					X	8.9% ---15PCT
23					X	4.1%
22					X	3.4%
21					X	1.4%
20					X	0.7%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH
 LOWER LIMIT 10 MPH PACE: 25 MPH
 PERCENT OVER PACE: 13.0 %
 PERCENT IN PACE: 82.9 %
 PERCENT UNDER PACE: 8.9 %

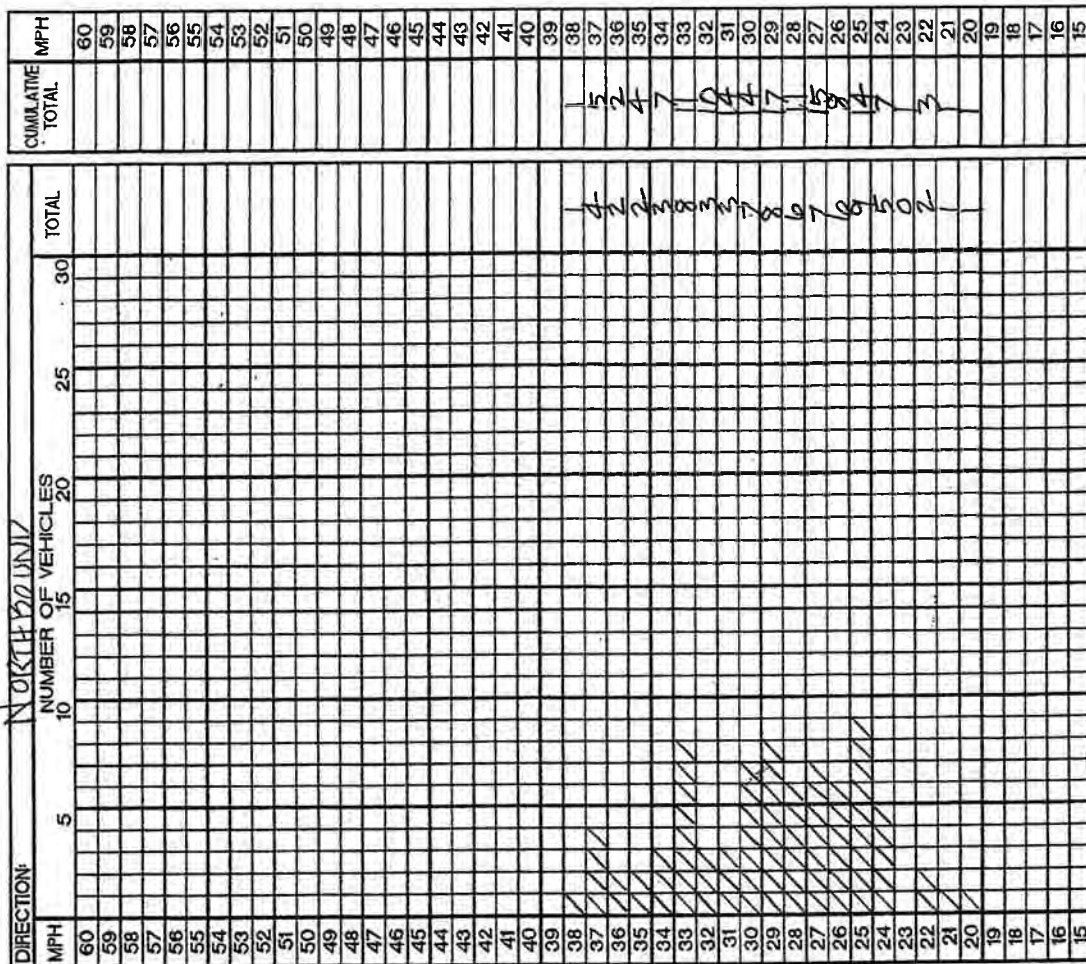
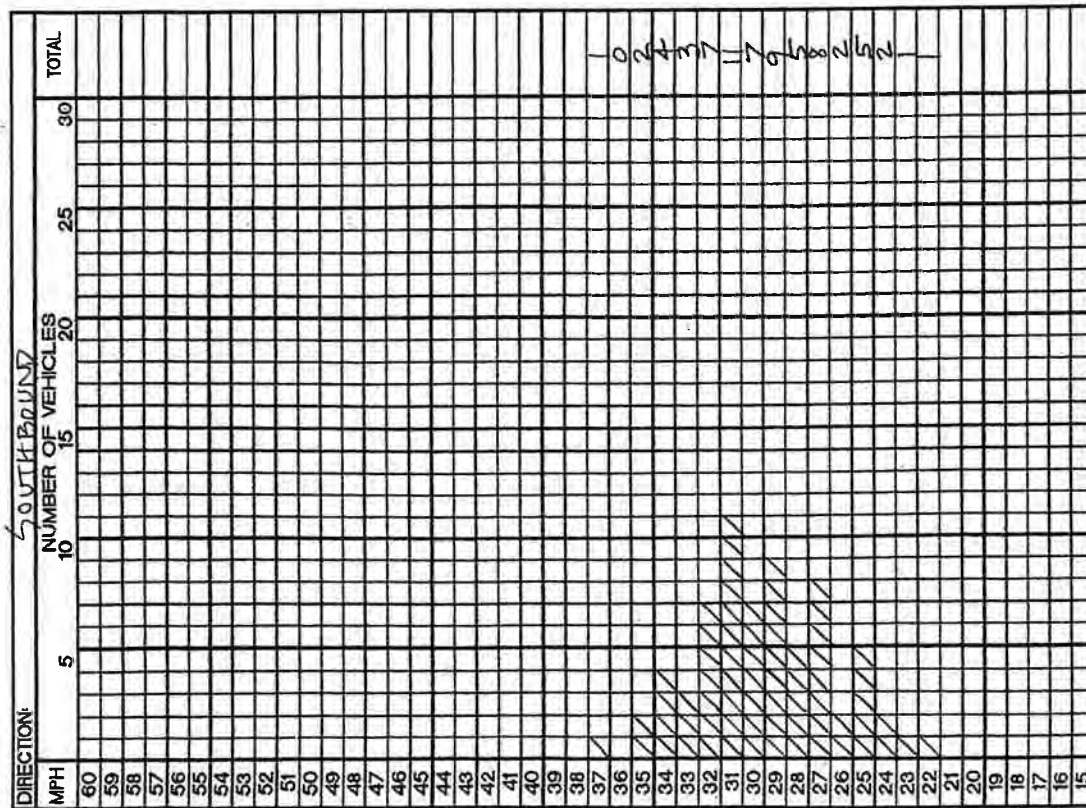
85th PERCENTILE SPEED: 32.7 MPH
 MEDIAN SPEED: 28.7 MPH
 15th PERCENTILE SPEED: 24.6 MPH

Mill Creek 2020-34

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS
 STREET: MILL CREEK DRIVE
 LOCATION: LAKE FOREST DR TO RIDGE ROUTE DR

WEATHER: Cloudy DATE: 01-21-2020
 ROAD CONDITION: DRY START TIME: 12:45 PM
 OBSERVER: CATHY BUENDIA END TIME: 1:30 PM VAB



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**MOULTON PARKWAY****LAKE FOREST DR TO EL PACIFICO**

DATE: 1/24/2020

SURVEY BY: C. BUENDIA

TIME: 12:00 PM - 12:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF LAKE FOREST
DATE OF SURVEY	1/24/2020
85th PERCENTILE	47.8 MPH
10 MPH PACE	38 - 47 MPH
PERCENT IN PACE	71.3 %
POSTED SPEED LIMIT	45 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	7
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.19 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	25,900
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LAKE FOREST / EL PACIFICO
CROSSWALKS	AT LAKE FOREST / EL PACIFICO
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES (many)
ON-STREET PARKING	NO STOPPING ANYTIME ENTIRE BLOCK
OTHER	DESIGNATED BIKE LANES BUS STOPS CUT OUTS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.28
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	NONE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND SHORT DISTANCE BTWN INTERSECTIONS
ADJACENT LAND USE	BUSINESS / INDUSTRIAL / MEDICAL / COMMERCIAL
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 45 mph speed limit is within 2.8 mph of the 85th percentile speed and meets CVC standards.	

File: Moulton 2020-35

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
MOULTON PARKWAY
LAKE FOREST DR TO EL PACIFICO

DATE: 1/24/2020

SURVEY BY:

C. BUENDIA

TIME: 12:00 PM - 12:30 PM

CHECKED BY:

JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	98.8%
53					X	97.7%
52					X	97.1%
51					X	95.9%
50					X	93.0%
49					X	90.1%
48					X	86.0%
47					X	80.1% } PACE -- -85PCT
46				X		73.7% } PACE
45				X		68.4% } PACE
44			X			57.3% } PACE
43			X			50.3% } PACE
42			X			45.6% } PACE --- MEAN
41		X				37.4% } PACE
40		X				28.1% } PACE
39	X					22.2% } PACE
38	X					15.8% } PACE
37	X					8.8% --- -15PCT
36	X					4.7%
35	X					2.9%
34	X					1.8%
33	X					1.8%
32	X					0.6%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 47 MPH
 LOWER LIMIT 10 MPH PACE: 38 MPH
 PERCENT OVER PACE: 19.9 %
 PERCENT IN PACE: 71.3 %
 PERCENT UNDER PACE: 8.8 %

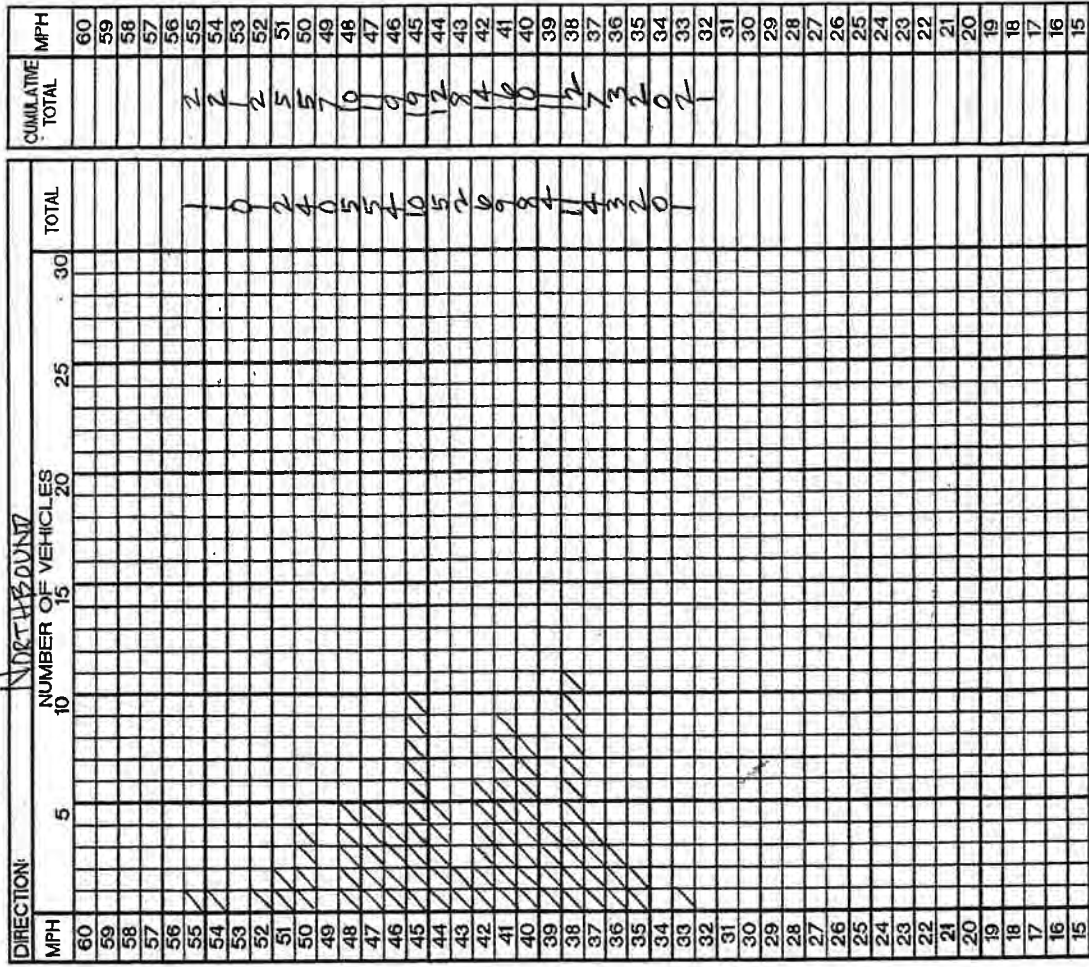
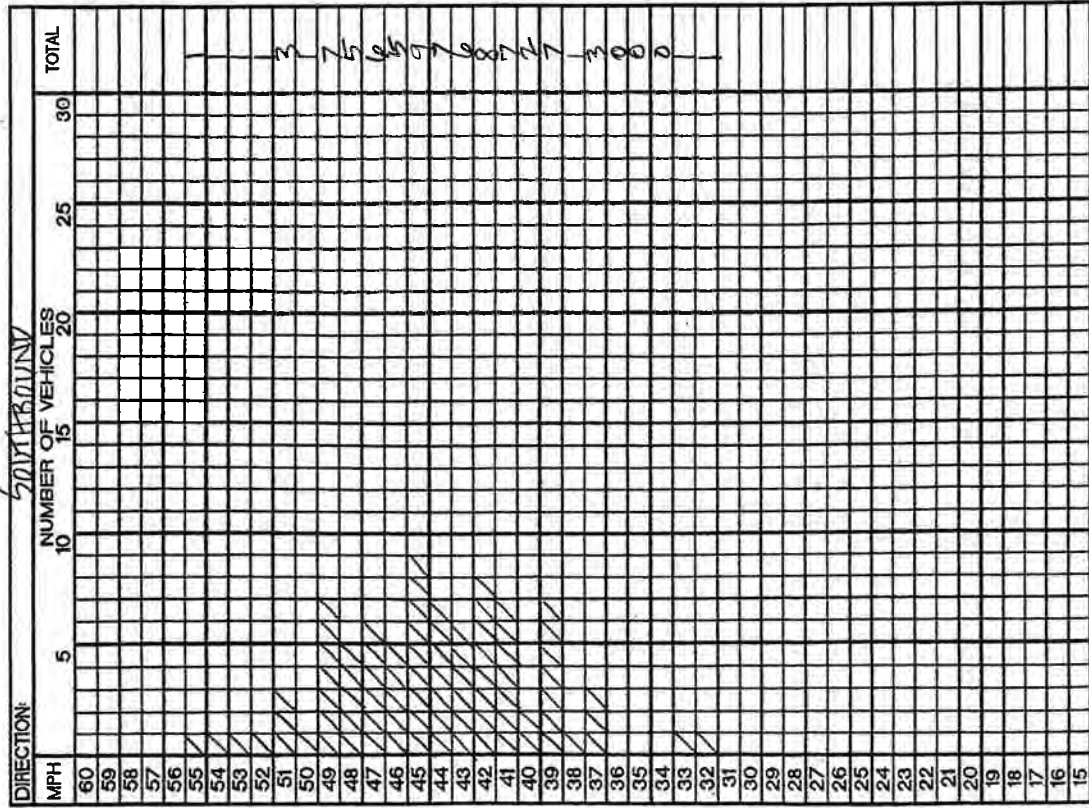
85th PERCENTILE SPEED: 47.8 MPH
 MEDIAN SPEED: 42.9 MPH
 15th PERCENTILE SPEED: 37.9 MPH

Moulton 2020-35

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 11993 Lake Blvd., Suite 122, Lake CA 94650
 (415) 331-9105

AGENCY: CITY OF LAGUNA HILLS DATE: 01-24-2020
 STREET: MOULTON PARKWAY START TIME: 12:00 PM
 LOCATION: LAKE FOREST DR TO EL PASO END TIME: 12:30 PM ✓
 WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA



ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**MOULTON PARKWAY****EL PACIFICO TO SANTA MARIA AVE**

DATE: 1/24/2020

SURVEY BY: C. BUENDIA

TIME: 12:30 PM - 1:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF PACIFICO
DATE OF SURVEY	1/24/2020
85th PERCENTILE	47.8 MPH
10 MPH PACE	38 - 47 MPH
PERCENT IN PACE	64.5 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	7
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	28,900
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - EL PACIFICO / RIDGE ROUTE / SANTA MARIA
CROSSWALKS	AT EL PACIFICO / RIDGE ROUTE / SANTA MARIA
PEDESTRIAN/BICYCLES	FEW / YES
TRUCK TRAFFIC	YES (many)
ON-STREET PARKING	NO STOPPING ANYTIME ENTIRE BLOCK
OTHER	DESIGNATED BIKE LANES BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.28
VERTICAL CURVE	SLIGHT UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "C" CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	BUSINESS / INDUSTRIAL / CHURCH / GOLF COURSE
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 45 mph speed limit is within 2.8 mph of the 85th percentile speed and meets CVC standards.	

File: Moulton 2020-36

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
MOULTON PARKWAY
EL PACIFICO TO SANTA MARIA AVE
DATE: 1/24/2020
SURVEY BY:
C. BUENDIA
TIME: 12:30 PM - 1:15 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	99.5%
56					X	99.5%
55					X	99.5%
54					X	98.4%
53					X	96.2%
52					X	95.6%
51					X	94.0%
50					X	91.8%
49					X	88.5%
48					X	85.8%
47					X	82.5% } PACE ---85PCT
46				X		78.1% } PACE
45				X		73.2% } PACE
44			X			65.6% } PACE
43			X			60.7% } PACE
42			X			54.1% } PACE
41		X				43.2% } PACE ---MEAN
40		X				36.1% } PACE
39		X				28.4% } PACE
38		X				24.6% } PACE
37		X				18.0%
36		X				14.2% ---15PCT
35		X				10.4%
34		X				6.6%
33		X				4.4%
32		X				3.8%
31		X				3.3%
30	X					1.6%
29	X					0.5%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 47 MPH

LOWER LIMIT 10 MPH PACE: 38 MPH

PERCENT OVER PACE: 17.5 %

PERCENT IN PACE: 64.5 %

PERCENT UNDER PACE: 18.0 %

85th PERCENTILE SPEED: 47.8 MPH

MEDIAN SPEED: 41.6 MPH

15th PERCENTILE SPEED: 36.2 MPH

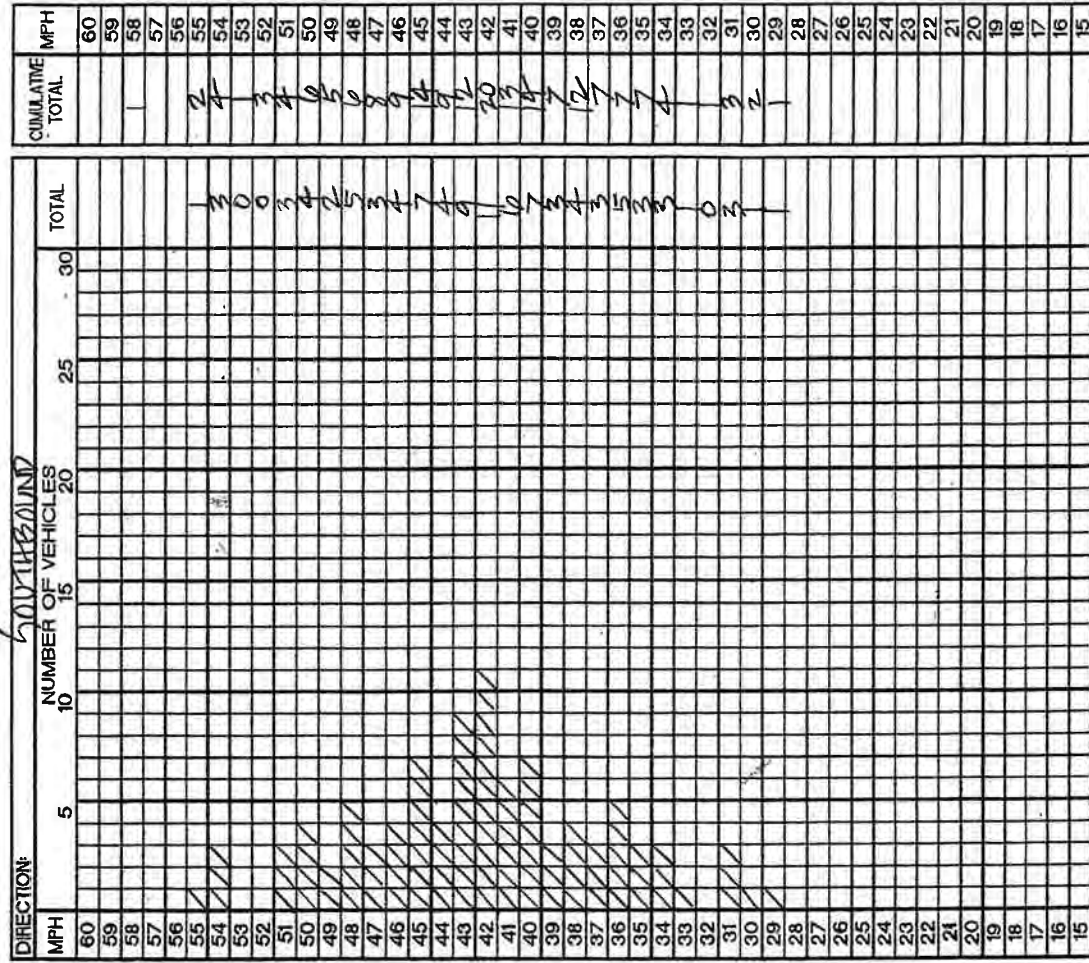
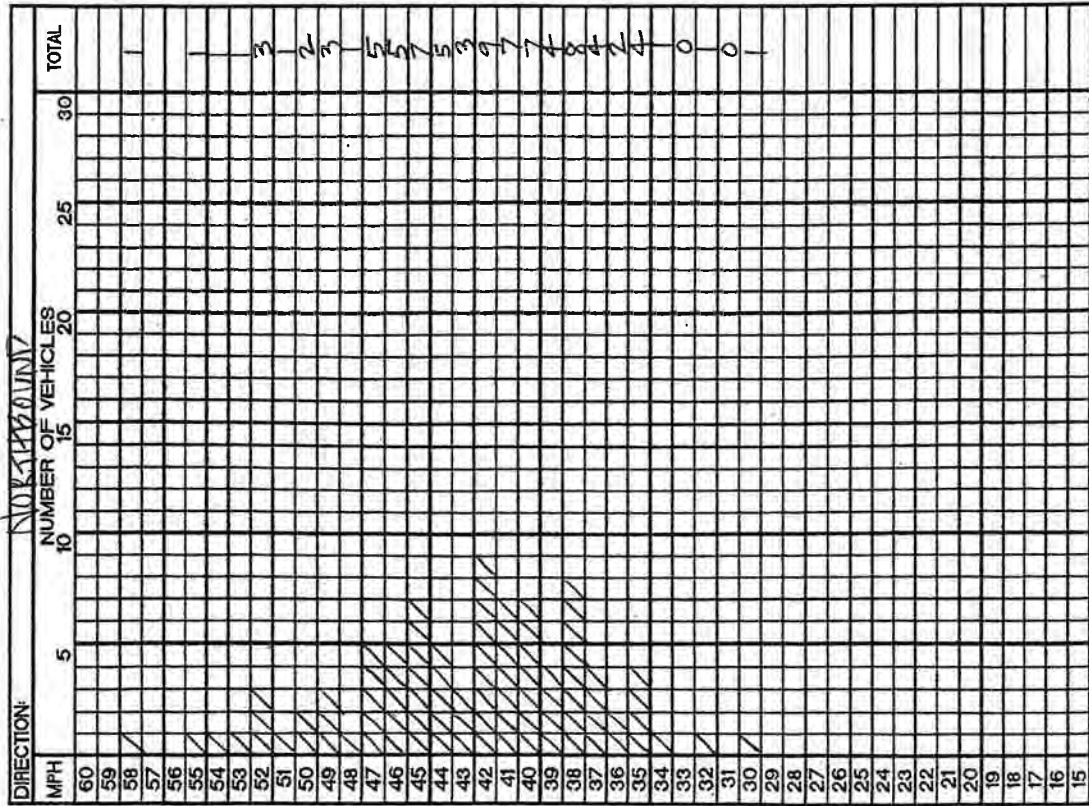
Moulton 2020-36

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 17001 Ave. Buena Vista, Suite CA, 90600
 (714) 231-2882

AGENCY: CITY OF LAGUNA HILLS
 STREET: MOULTON PARKWAY
 LOCATION: EL PACIFICO TO SANTA MARIA AVE

WEATHER: SUNNY DATE: 01-24-2020
 ROAD CONDITION: DRY START TIME: 12:30 PM
 OBSERVER: CATHY BUENDIA END TIME: 1:15 PM VCH



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**MOULTON PARKWAY****NORTH CITY LIMIT (n/o Glenwood) TO VIA LOMAS**

DATE: 1/24/2020

SURVEY BY: C. BUENDIA

TIME: 2:00 PM - 2:45 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF VIA LOMAS
DATE OF SURVEY	1/24/2020
85th PERCENTILE	51.2 MPH
10 MPH PACE	43 - 52 MPH
PERCENT IN PACE	67.4 %
POSTED SPEED LIMIT	50 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	7
TOTAL ACCIDENTS	29
ANNUAL ACCIDENT RATE	3.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.44 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	24,200
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - GLENWOOD-INDIAN CREEK / LAGUNA HILLS-ALISO VIEJO / VIA LOMAS
CROSSWALKS	AT GLENWOOD-INDIAN CREEK / LAGUNA HILLS-ALISO VIEJO / VIA LOMAS
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	SIGNAL AHEAD FLASHER (s/o Indian Hill) SB ONLY BIKE ROUTE / BUS CUT OUTS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.90
VERTICAL CURVE	SLIGHT-GRADUAL UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND
ADJACENT LAND USE	RESIDENTIAL**
RECOMMENDED SPEED LIMIT	50 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 50 mph speed limit is within 1.2 mph of the 85th percentile speed and meets CVC standards.	

File: Moulton 2020-37

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

MOULTON PARKWAY
NORTH CITY LIMIT (n/o Glenwood) TO VIA LOMAS
DATE: 1/24/2020
SURVEY BY:
C. BUENDIA
TIME: 2:00 PM - 2:45 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	99.4%
56					X	98.3%
55					X	96.6%
54					X	94.9%
53					X	91.4%
52					X	87.4%
51					X	84.6%
50				X		76.6%
49				X		70.3%
48			X			60.0%
47			X			54.9%
46			X			49.1%
45		X				42.9%
44		X				34.3%
43		X				30.3%
42		X				20.0%
41		X				17.1%
40	X					12.0%
39	X					8.6%
38	X					5.7%
37	X					4.6%
36	X					2.9%
35	X					2.3%
34	X					1.7%
33	X					1.7%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 52 MPH

LOWER LIMIT 10 MPH PACE: 43 MPH

PERCENT OVER PACE: 15.4 %

PERCENT IN PACE: 67.4 %

PERCENT UNDER PACE: 20.0 %

85th PERCENTILE SPEED: 51.2 MPH

MEDIAN SPEED: 46.2 MPH

15th PERCENTILE SPEED: 40.6 MPH

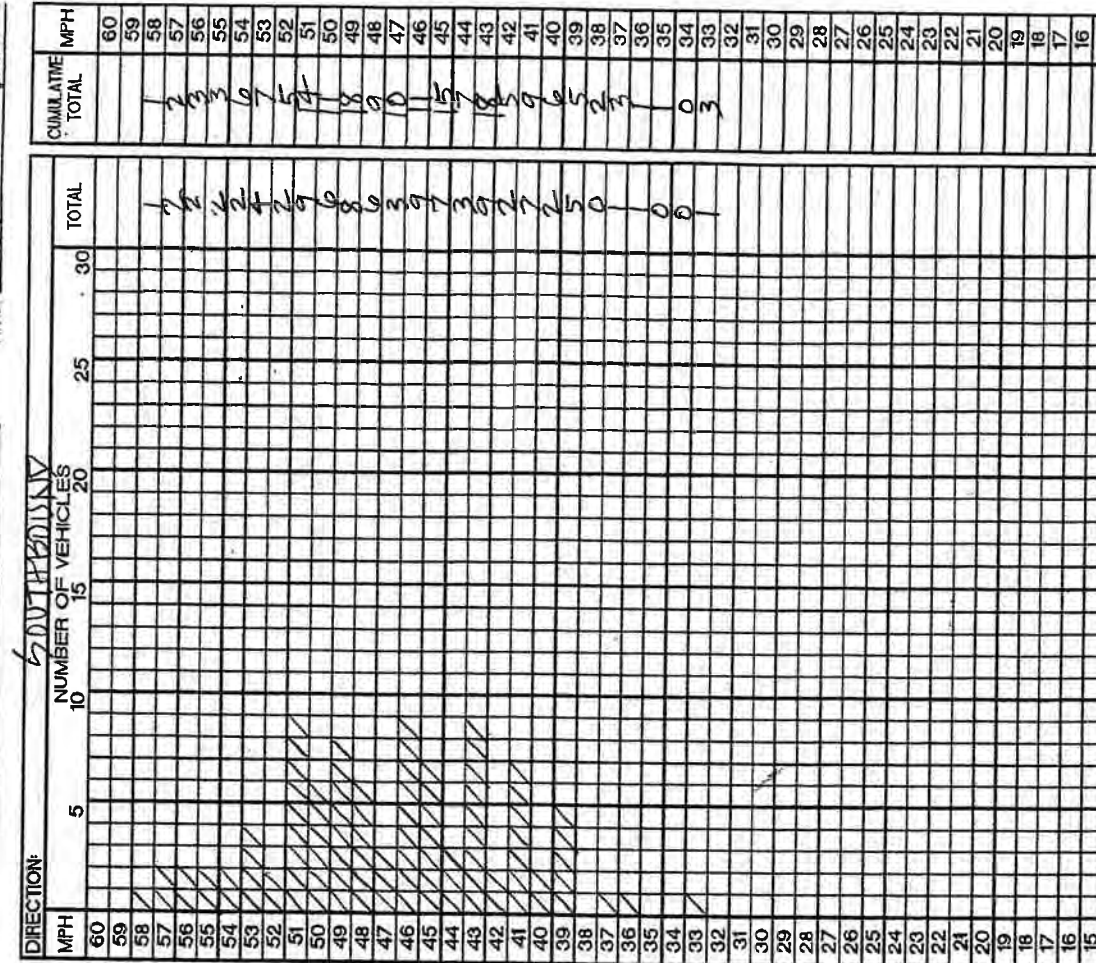
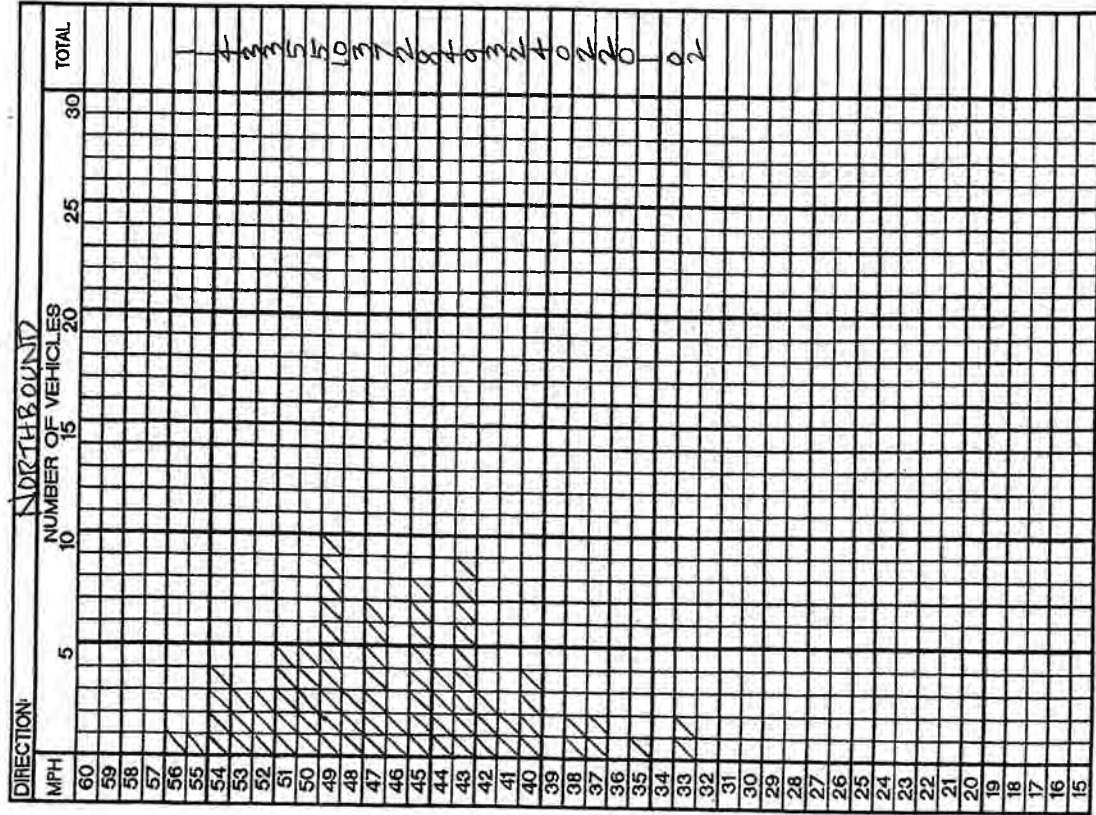
Moulton 2020-37

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17591 Irvine Blvd., Suite 122, Irvine, CA 92619
(949) 231-9005

AGENCY: CITY OF LAGUNA HILLS
STREET: MOULTON PARKWAY
LOCATION: N.O.L. (N/O GLENWOOD) TO VIA LOMAS

WEATHER: SUNNY DATE: 01-24-2020
ROAD CONDITION: DRY START TIME: 2:00 PM
OBSERVER: CATHY BUENDIA END TIME: 2:45 PM VLM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**MOULTON PARKWAY****VIA LOMAS TO LA PAZ RD**

DATE: 1/29/2020

SURVEY BY: C. BUENDIA

TIME: 2:30 PM - 3:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF ALICIA
DATE OF SURVEY	1/29/2020
85th PERCENTILE	47.3 MPH
10 MPH PACE	37 - 46 MPH
PERCENT IN PACE	66.7 %
POSTED SPEED LIMIT	45 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	3
TOTAL ACCIDENTS	11
ANNUAL ACCIDENT RATE	1.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.28 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	24,700
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - VIA LOMAS / ALICIA / LA PAZ
CROSSWALKS	AT VIA LOMAS / ALICIA / LA PAZ
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	BIKE ROUTE / BUS STOPS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.60
VERTICAL CURVE	GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "C" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND NARROW SHOULDERS
ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 45 mph speed limit is within 2.3 mph of the 85th percentile speed and meets CVC standards.	

File: Moulton 2020-38

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
MOULTON PARKWAY
DATE: 1/29/2020
TIME: 2:30 PM - 3:00 PM
VIA LOMAS TO LA PAZ RD
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	99.4%
55					X	98.7%
54					X	98.7%
53					X	97.5%
52					X	96.9%
51					X	95.0%
50					X	91.2%
49					X	89.3%
48					X	86.8%
47					X	84.3%
46				X		80.5% }PACE
45				X		70.4% }PACE
44			X			61.0% }PACE
43			X			52.2% }PACE
42			X			47.2% }PACE ---MEAN
41			X			40.3% }PACE
40		X				32.7% }PACE
39		X				27.0% }PACE
38		X				22.6% }PACE
37		X				18.2% }PACE
36	X					13.8% ---15PCT
35	X					8.8%
34	X					6.3%
33	X					5.7%
32	X					4.4%
31	X					1.3%
30	X					0.6%
29	X					0.6%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 46 MPH

LOWER LIMIT 10 MPH PACE: 37 MPH

PERCENT OVER PACE: 19.5 %

PERCENT IN PACE: 66.7 %

PERCENT UNDER PACE: 13.8 %

85th PERCENTILE SPEED: 47.3 MPH

MEDIAN SPEED: 42.6 MPH

15th PERCENTILE SPEED: 36.3 MPH

Moulton 2020-38

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Countywide Traffic Engineers
 11501 Loma Blvd., Suite 113, Torrance, CA 90501
 (310) 214-9455

AGENCY: CITY OF LAGUNA HILLS

STREET: MOULTON PARKWAY

LOCATION: VIA LOMAS TO LA PAZ RD

WEATHER: SUNNY

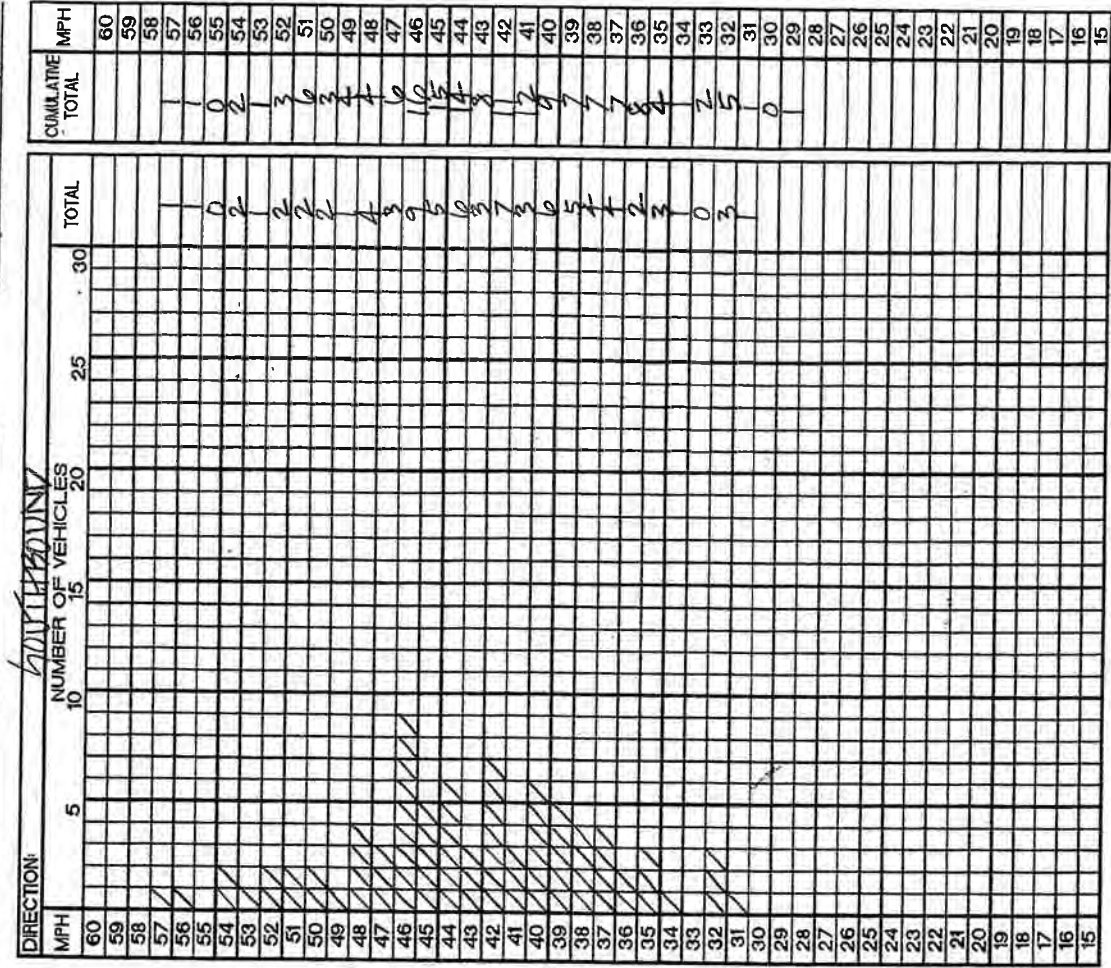
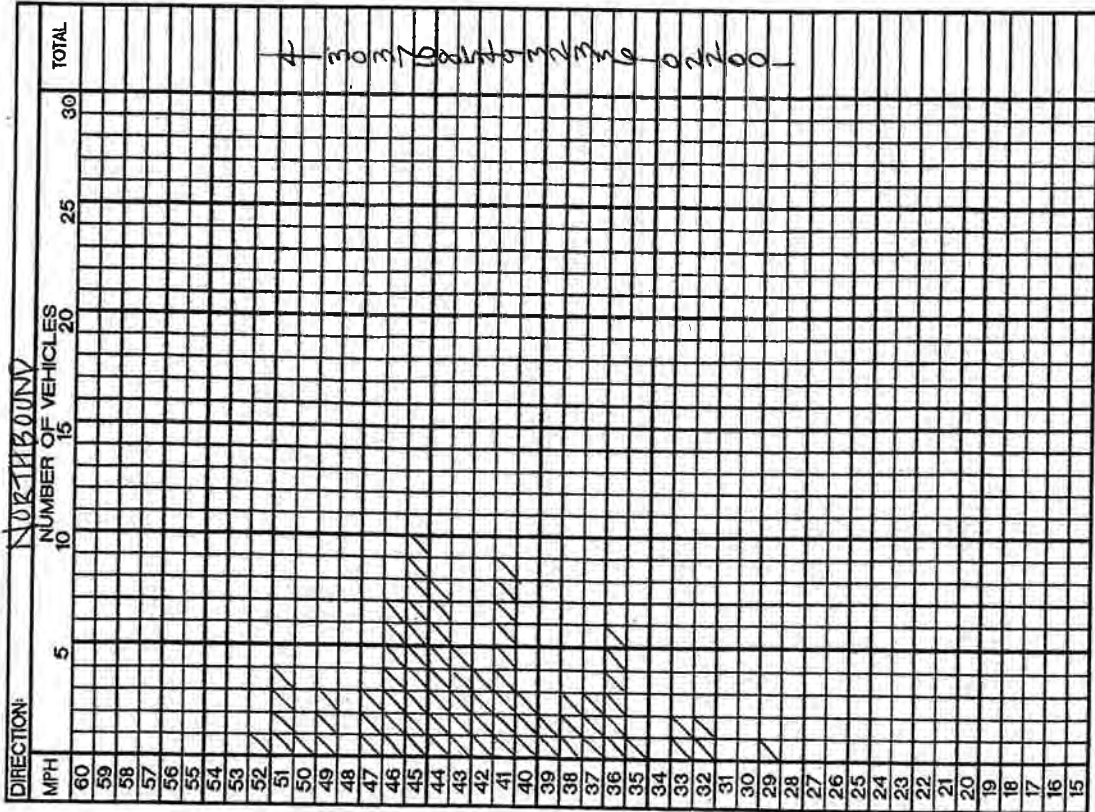
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 01-29-2020

START TIME: 2:30 PM

END TIME: 3:00 PM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

CUMULATIVE TOTAL	MPH
1	60
0	59
2	58
1	57
3	56
3	55
1	54
5	53
2	52
3	51
4	50
4	49
8	48
10	47
15	46
18	45
18	44
23	43
27	42
27	41
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16	16
15	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**MOULTON PARKWAY****LA PAZ RD TO I-73 FREEWAY**

DATE: 1/29/2020

SURVEY BY: C. BUENDIA

TIME: 3:00 PM - 3:40 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF LA PAZ
DATE OF SURVEY	1/29/2020
85th PERCENTILE	46.3 MPH
10 MPH PACE	37 - 46 MPH
PERCENT IN PACE	71.5 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	15
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.09 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	22,600
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LA PAZ / OSO PKWY / NELLIE GAIL
CROSSWALKS	AT LA PAZ / OSO PKWY / NELLIE GAIL
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	BIKE ROUTE / BUS STOP CUT OUTS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.65
VERTICAL CURVE	MODERATE UP-DOWNHILL GRADES
HORIZONTAL CURVE	SLIGHT "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of slight)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO (NB) - YES / YES (SB)
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF)
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
The recommended 45 mph speed limit is within 1.3 mph of the 85th percentile speed and meets CVC standards.

File: Moulton 2020-39

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
MOULTON PARKWAY
DATE: 1/29/2020
TIME: 3:00 PM - 3:40 PM
LA PAZ RD TO I-73 FREEWAY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	99.4%
50					X	96.8%
49						92.4%
48						90.5%
47						87.3%
46						84.2% }PACE ---85PCT
45						80.4% }PACE
44						70.9% }PACE
43						65.2% }PACE
42						59.5% }PACE
41						51.9% }PACE
40						45.6% }PACE ---MEAN
39						33.5% }PACE
38						25.3% }PACE
37						19.0% }PACE
36						12.7% ---15PCT
35						8.9%
34						5.1%
33						2.5%
32						1.9%
31						0.6%
30						0.0%
29						0.0%
28						0.0%
27						0.0%
26						0.0%
25						0.0%
24						0.0%
23						0.0%
22						0.0%
21						0.0%
20						0.0%
19						0.0%
18						0.0%
17						0.0%
16						0.0%
15						0.0%

UPPER LIMIT 10 MPH PACE: 46 MPH

LOWER LIMIT 10 MPH PACE: 37 MPH

PERCENT OVER PACE: 19.6 %

PERCENT IN PACE: 71.5 %

PERCENT UNDER PACE: 12.7 %

85th PERCENTILE SPEED: 46.3 MPH

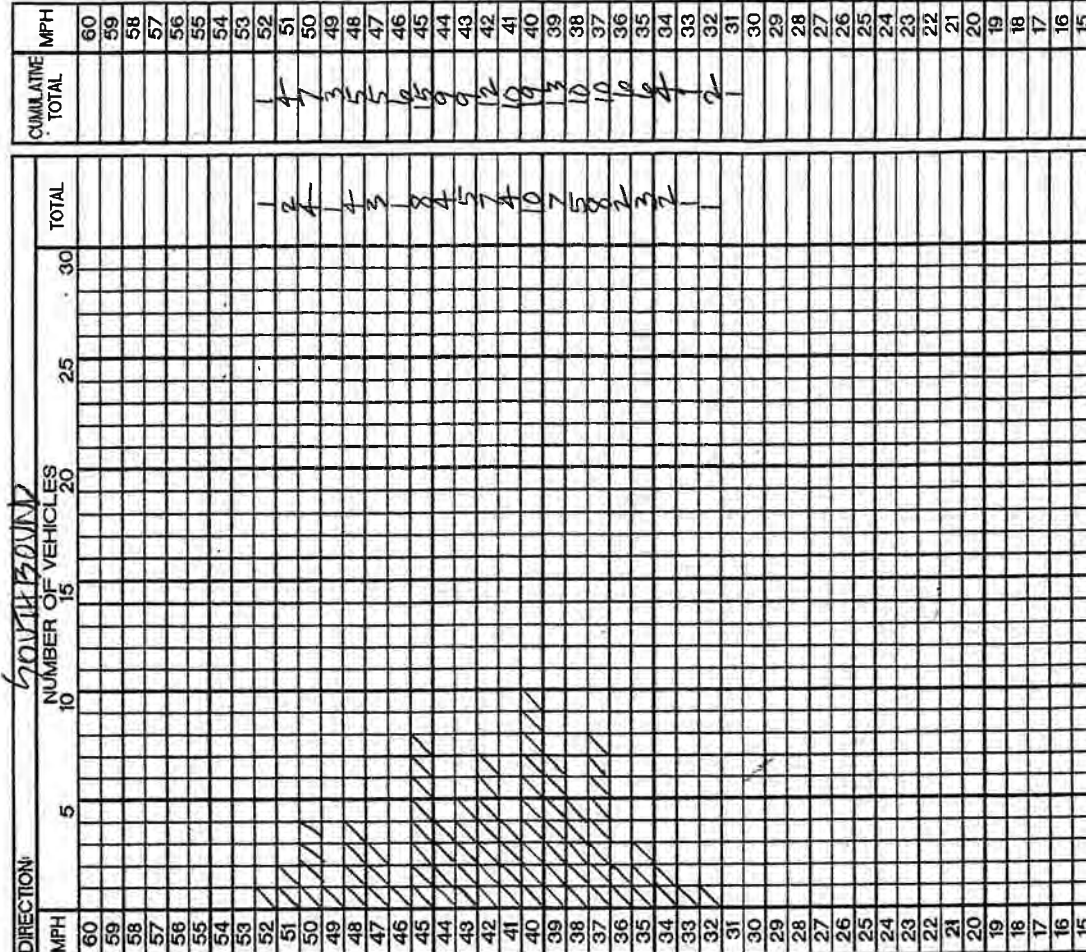
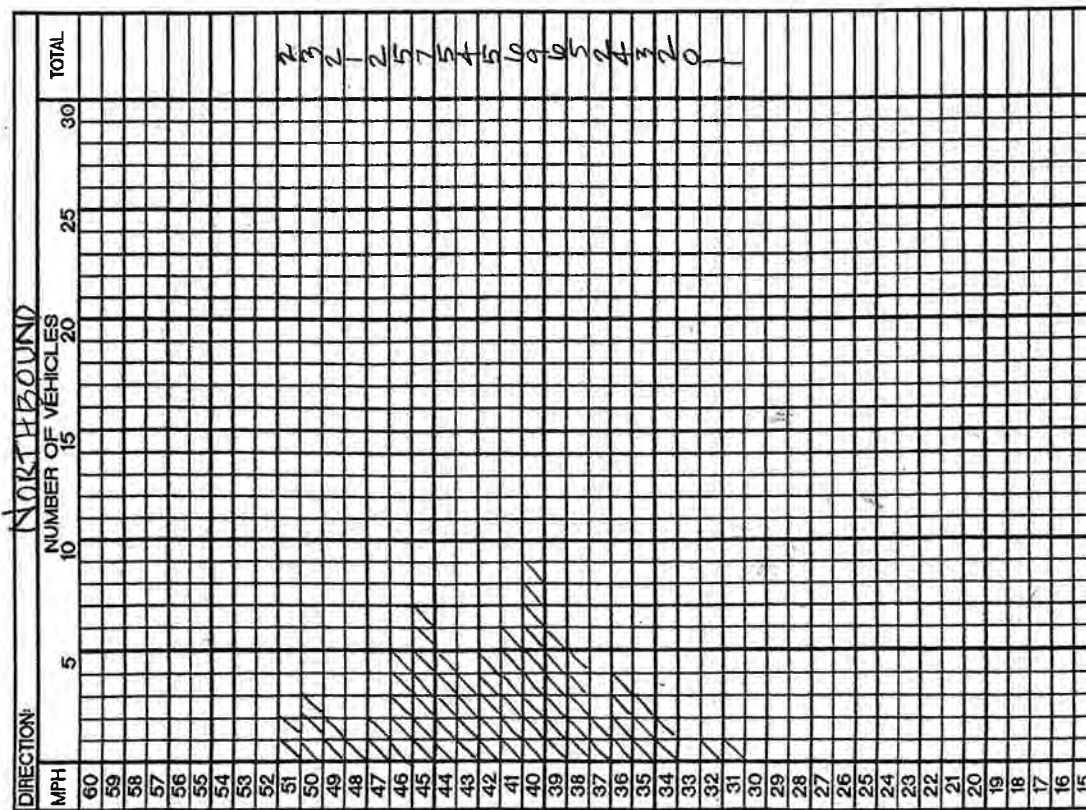
MEDIAN SPEED: 40.7 MPH

15th PERCENTILE SPEED: 36.4 MPH

Moulton 2020-39

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS DATE: 01-29-2020
STREET: MDALTON PARKWAY ROAD CONDITION: DRY START TIME: 3:00 PM
LOCATION: LA PAZ RD TO I-73 FWY OBSERVER: CATHY BUENDIA END TIME: 3:40 PM 100



ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**NELLIE GAIL ROAD****BRIDLEWOOD DR TO DAPPLE GREY (N)**

DATE: 3/16/2020

SURVEY BY: C. BUENDIA

TIME: 12:00 PM - 1:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF HOUSTON TRAIL
DATE OF SURVEY	3/16/2020
85th PERCENTILE	30.3 MPH
10 MPH PACE	23 - 32 MPH
PERCENT IN PACE	81.7 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	900
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - BRIDLEWOOD
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	FEW / FEW
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	SEVERAL EQUESTRIAN TRAILS AND CROSSINGS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.22
VERTICAL CURVE	GRADUAL - MODERATE UP-DOWNHILL GRADES
HORIZONTAL CURVE	SEVERAL MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of fair)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (many)
STREET LIGHTING	YES
OTHER	

ADJACENT LAND USE	RESIDENTIAL (F)
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RECOMMENDED SPEED LIMIT	25 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
This portion of Nellie Gail Road is a two lane roadway. The posted speed is 25 mph. The speed study results show an 85th percentile speed of 30.3 mph and a 10 mph pace range of 23 to 32 mph. Although the speed data suggests a higher speed, but with the existing conditions of frequent driveways, equestrian trails and crossing, and the several areas of limited sight distance due to the horizontal and vertical curves. With that, it is recommended that the exiting 25 mph remain.	

F = Fronting

File: Nellie Gail 2020-40

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
NELLIE GAIL ROAD
DATE: 3/16/2020
TIME: 12:00 PM - 1:00 PM
BRIDLEWOOD DR TO DAPPLE GREY (N)
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	98.3%
36					X	96.7%
35					X	95.8%
34					X	93.3%
33					X	91.7%
32					X	90.8%
31					X	88.3%
30					X	83.3%
29					X	75.0%
28					X	67.5%
27					X	56.7%
26					X	45.0%
25					X	31.7%
24					X	16.7%
23					X	10.8%
22					X	9.2%
21					X	6.7%
20					X	5.8%
19					X	3.3%
18					X	1.7%
17					X	1.7%
16					X	0.8%
15					X	0.8%

UPPER LIMIT 10 MPH PACE: 32 MPH

LOWER LIMIT 10 MPH PACE: 23 MPH

PERCENT OVER PACE: 11.7 %

PERCENT IN PACE: 81.7 %

PERCENT UNDER PACE: 9.2 %

85th PERCENTILE SPEED: 30.3 MPH

MEDIAN SPEED: 26.4 MPH

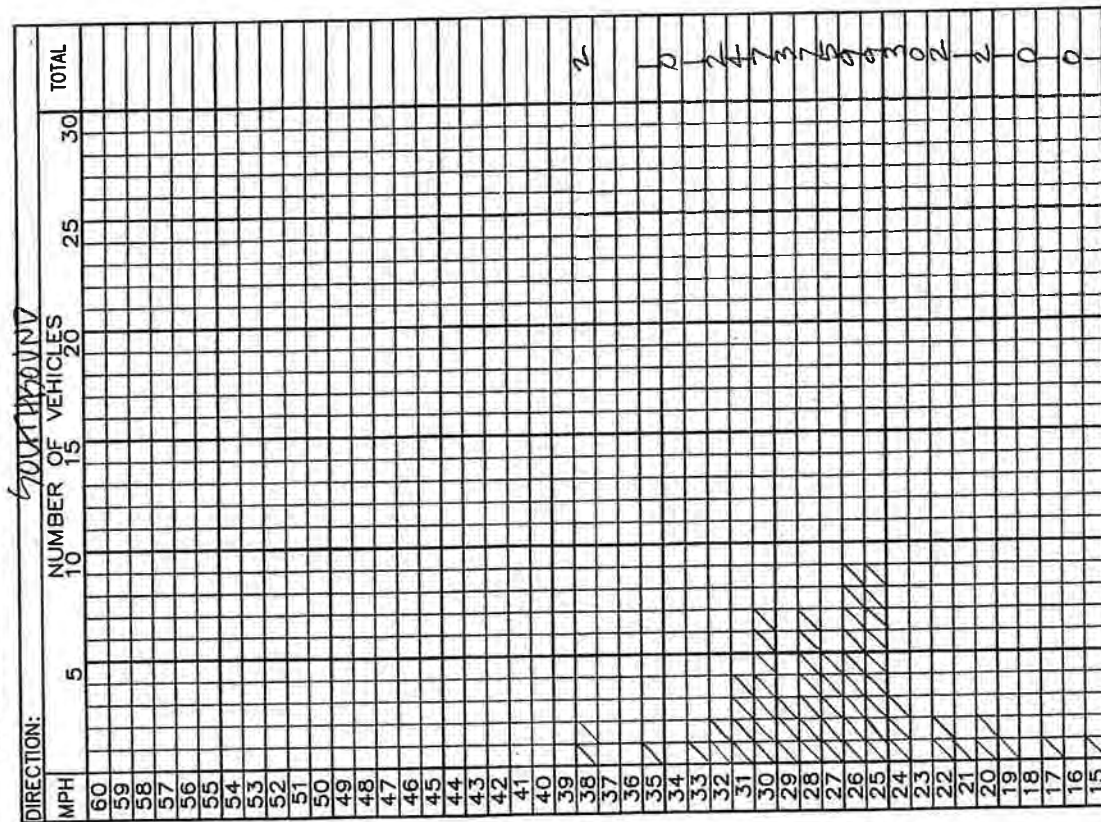
15th PERCENTILE SPEED: 23.7 MPH

Nellie Gail 2020-40

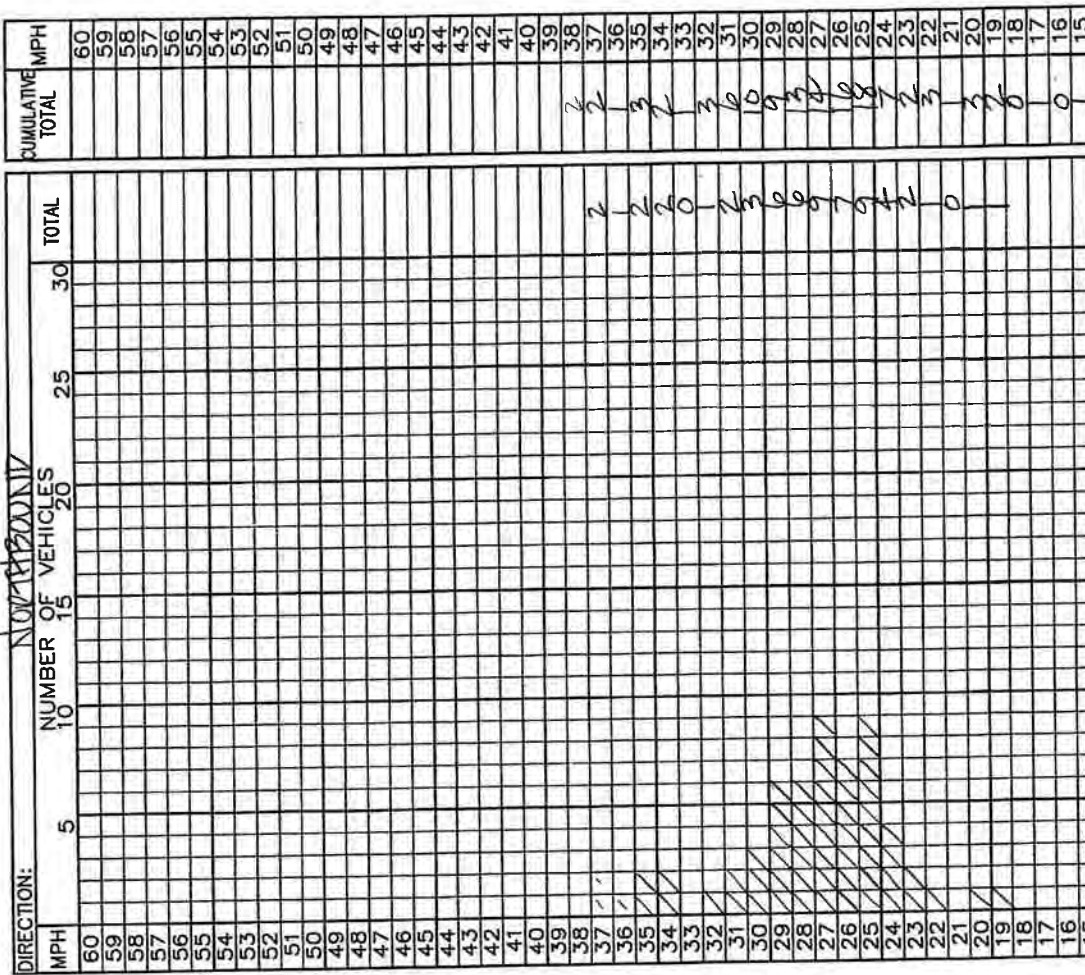
Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS
STREET: NELLIE GAIL ROAD
LOCATION: BRIDLEWOOD DR. TO DAPPLE GREY (N)

WEATHER: SUNNY DATE: 03-16-2020
ROAD CONDITION: DRY START TIME: 12:00 PM
OBSERVER: Cathy Buendia END TIME: 1:00 PM 142



AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____



TIME	AVERAGE SPEED:	CRITICAL SPEED:	PACE SPEED:
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100			

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**NELLIE GAIL ROAD****DAPPLE GREY (N) TO OSO PKWY**

DATE: 3/16/2020

SURVEY BY: C. BUENDIA

TIME: 1:00 PM - 1:45 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF BUCKSKIN
DATE OF SURVEY	3/16/2020
85th PERCENTILE	34.2 MPH
10 MPH PACE	27 - 36 MPH
PERCENT IN PACE	86.4 %
POSTED SPEED LIMIT	30 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	900
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - OSO PKWY
CROSSWALKS	AT OSO PKWY
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	YES
OTHER	AREAS OF NO STOPPING ANYTIME
	EQUESTRIAN TRAILS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.47
VERTICAL CURVE	CONSTANT GRADUAL-MODERATE UPHILL GRADE (NB)
HORIZONTAL CURVE	CONTINUOUS MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	SOLID DBL YELLOW CENTERLINE / RAISED MEDIAN ISLAND (at Oso)
	WATCH DOWNHILL SPEEDS
ADJACENT LAND USE	RESIDENTIAL (NF)
RECOMMENDED SPEED LIMIT	30 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 30 mph speed limit is within 4.2 mph of the 85th percentile speed and meets CVC standards.	

File: Nellie Gail 2020-41

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
NELLIE GAIL ROAD
DATE: 3/16/2020
TIME: 1:00 PM - 1:45 PM
DAPPLE GREY (N) TO OSO PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	99.0%
38					X	98.1%
37					X	96.1%
36					X	93.2% }PACE
35					X	90.3% }PACE
34					X	83.5% }PACE ---85PCT
33				X		76.7% }PACE
32				X		66.0% }PACE
31			X			55.3% }PACE
30			X			40.8% }PACE ---MEAN
29		X				28.2% }PACE
28		X				20.4% }PACE
27	X					11.7% }PACE ---15PCT
26	X					6.8%
25	X					6.8%
24	X					2.9%
23	X					2.9%
22	X					1.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 36 MPH
 LOWER LIMIT 10 MPH PACE: 27 MPH
 PERCENT OVER PACE: 6.8 %
 PERCENT IN PACE: 86.4 %
 PERCENT UNDER PACE: 6.8 %

85th PERCENTILE SPEED: 34.2 MPH
 MEDIAN SPEED: 30.6 MPH
 15th PERCENTILE SPEED: 27.4 MPH

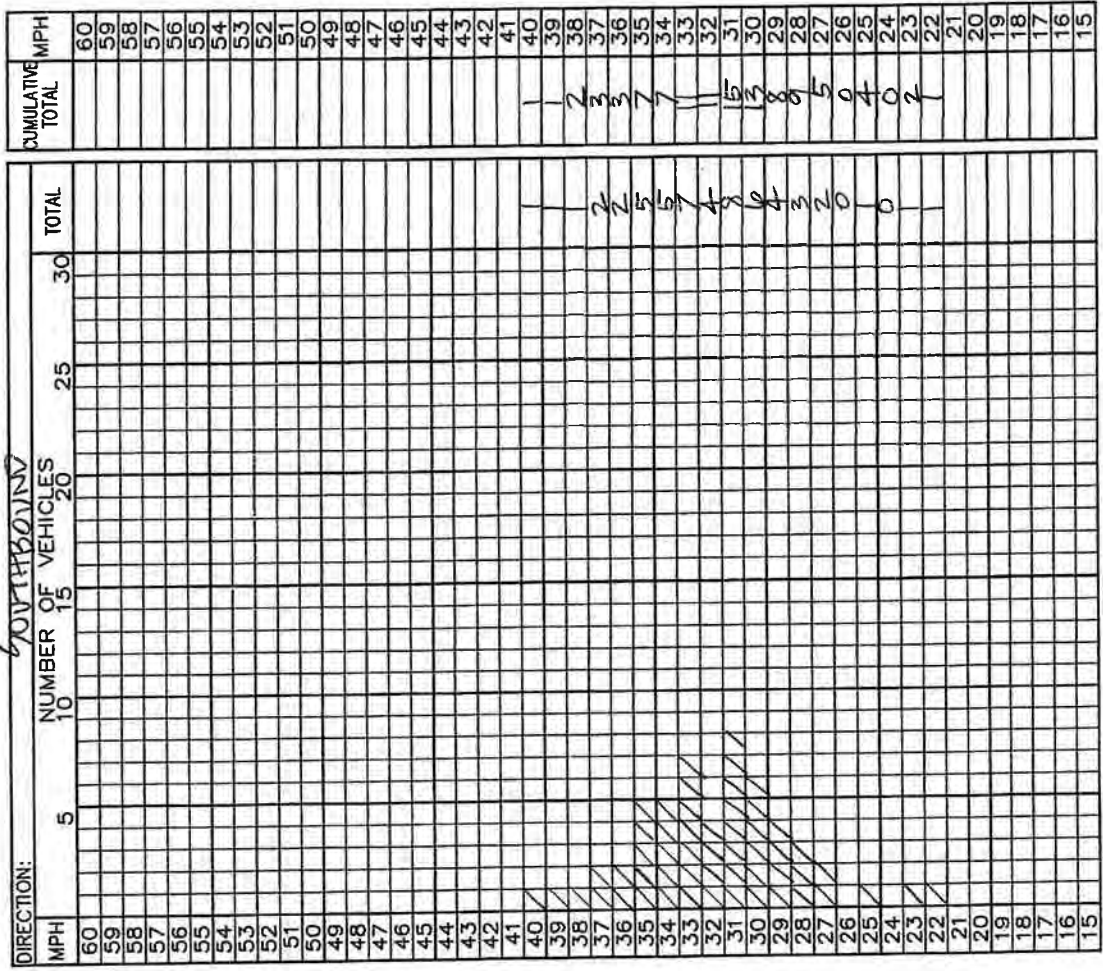
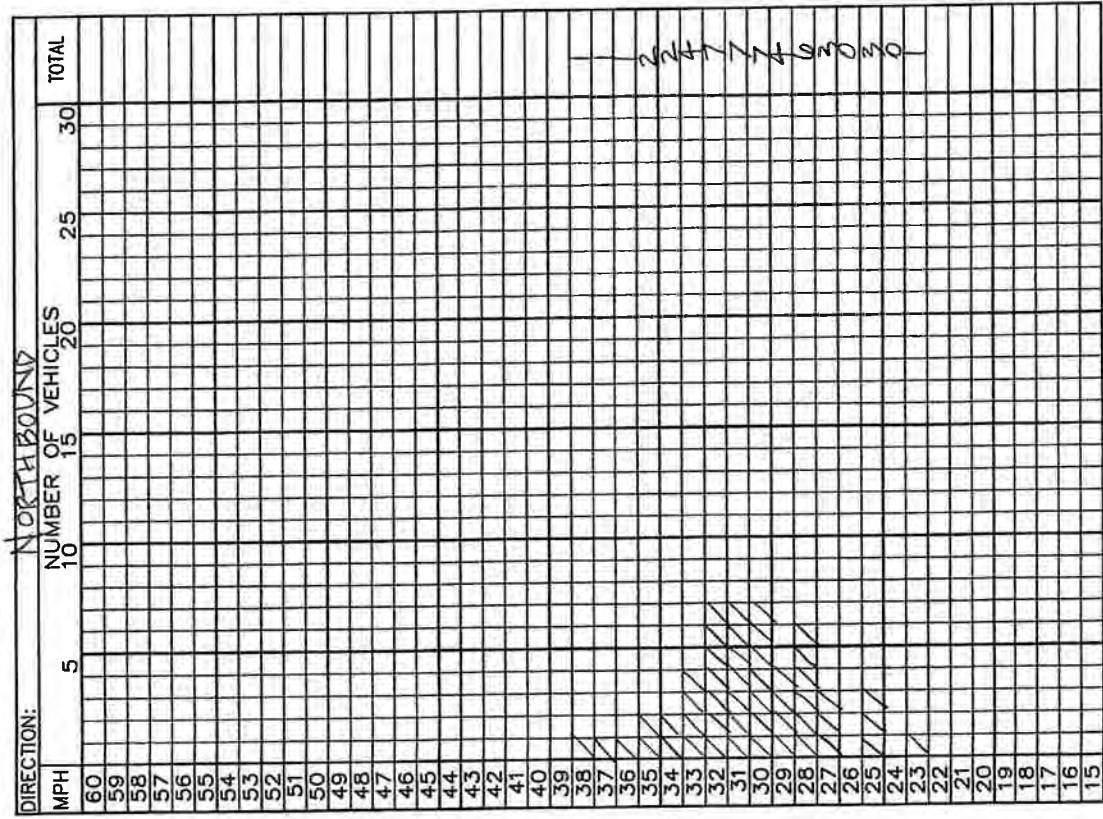
Nellie Gail 2020-41

Radar Speed Survey Field Sheet

Consulting Traffic Engineers
191 Comstock Way, Suite 208
Farmingdale, NY 11735
Tel: 516.352.1100
www.dwtg.com

AGENCY: CITY OF LAKEVIEW HILLS
STREET: NELLIE GAIL ROAD
LOCATION: DAPPLE GREY (N) TO OSO PKWY

WEATHER: SUNNY DATE: 03-16-2020
ROAD CONDITION: DRY START TIME: 1:00 PM
OBSERVER: Cathy Buendia END TIME: 1:45 PM 142



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**NELLIE GAIL ROAD****OSO PKWY TO HIDDEN TRAIL RD**

DATE: 3/16/2020

SURVEY BY: C. BUENDIA

TIME: 2:15 PM - 3:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF EMPTY SADDLE
DATE OF SURVEY	3/16/2020
85th PERCENTILE	29.9 MPH
10 MPH PACE	23 - 32 MPH
PERCENT IN PACE	82.8 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	2,500
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - OSO PKWY
CROSSWALKS	AT OSO PKWY / EMPTY SADDLE (Equestrian xing)
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.32
VERTICAL CURVE	MODERATE UPHILL GRADE (SB)
HORIZONTAL CURVE	SEVERAL MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO (NB) - NO / NO (SB)
STREET LIGHTING	YES
OTHER	PARTIAL MEDIAN ISLAND & DBL YELLOW CENTERLINE

ADJACENT LAND USE	RESIDENTIAL (NF) / EQUESTRIAN CENTER
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RECOMMENDED SPEED LIMIT	25 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
This section of Nellie Gail Road is a two lane roadway. Field observations include 100% residential with heavy driveways, equestrian crossings, moderate to sweeping roadway curves, and several areas of limited sight distance. With that it is recommended that the existing 25 mph speed limit be maintained.

File: Nellie Gail 2020-42

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
NELLIE GAIL ROAD
DATE: 3/16/2020
TIME: 2:15 PM - 3:00 PM
OSO PKWY TO HIDDEN TRAIL RD
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	100.0%
35					X	100.0%
34					X	98.3%
33					X	96.6%
32					X	94.8%
31					X	91.4%
30					X	85.3%
29					X	79.3%
28					X	70.7%
27					X	62.9%
26					X	52.6%
25					X	43.1%
24					X	30.2%
23					X	22.4%
22					X	12.1%
21					X	8.6%
20					X	4.3%
19					X	1.7%
18					X	0.9%
17					X	0.9%
16					X	0.9%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 32 MPH
 LOWER LIMIT 10 MPH PACE: 23 MPH
 PERCENT OVER PACE: 8.6 %
 PERCENT IN PACE: 82.8 %
 PERCENT UNDER PACE: 12.1 %

85th PERCENTILE SPEED: 29.9 MPH
 MEDIAN SPEED: 25.7 MPH
 15th PERCENTILE SPEED: 22.3 MPH

Nellie Gail 2020-42

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.

3.4.a

AGENCY: CITY OF LAFAYETTE HILLS WEATHER: PARTIALLY CLOUDY / SUNNY DATE: 03-16-2020
 STREET: NELLIE GAIL ROAD ROAD CONDITION: DRY START TIME: 2:15 PM
 LOCATION: 050 R/WY TO HIDDEN TRAIL RD OBSERVER: CATHY BUENDIA END TIME: 3:00 PM

DIRECTION: <u>SOUTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	CUMULATIVE TOTAL	MPH
MPH	5	10	15	20	25	30	MPH	5	10	15	20	25	30		
60							60								60
59							59								59
58							58								58
57							57								57
56							56								56
55							55								55
54							54								54
53							53								53
52							52								52
51							51								51
50							50								50
49							49								49
48							48								48
47							47								47
46							46								46
45							45								45
44							44								44
43							43								43
42							42								42
41							41								41
40							40								40
39							39								39
38							38								38
37							37								37
36							36								36
35							35								35
34							34								34
33							33								33
32							32								32
31							31								31
30							30								30
29							29								29
28							28								28
27							27								27
26							26								26
25							25								25
24							24								24
23							23								23
22							22								22
21							21								21
20							20								20
19							19								19
18							18								18
17							17								17
16							16								16
15							15								15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**NELLIE GAIL ROAD****LOST COLT TO MOULTON PKWY**

DATE: 3/16/2020

SURVEY BY: C. BUENDIA

TIME: 3:30 PM - 4:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF LOST COLT
DATE OF SURVEY	3/16/2020
85th PERCENTILE	32.2 MPH
10 MPH PACE	23 - 32 MPH
PERCENT IN PACE	76.6 %
POSTED SPEED LIMIT	30 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,300
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON
CROSSWALKS	AT MOULTON
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO
OTHER	

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.10
VERTICAL CURVE	MODERATE UPHILL GRADE (EB)
HORIZONTAL CURVE	GRADUAL "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	NO / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND NO SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / ENTRANCE
-------------------	-----------------------------

RECOMMENDED SPEED LIMIT	30 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended 30 mph speed limit is within 2.2 mph of the 85th percentile speed and meets CVC standards.	

File: Nellie Gail 2020-43

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
NELLIE GAIL ROAD
DATE: 3/16/2020
TIME: 3:30 PM - 4:30 PM
LOST COLT TO MOULTON PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	97.6%
38					X	97.6%
37					X	97.6%
36					X	96.8%
35					X	94.4%
34					X	91.9%
33					X	89.5%
32				X	X	83.9% } PACE ---85PCT
31				X	X	82.3% } PACE
30				X		78.2% } PACE
29			X			66.9% } PACE
28			X			58.9% } PACE
27			X			47.6% } PACE ---MEAN
26		X				37.1% } PACE
25		X				28.2% } PACE
24	X					19.4% } PACE
23	X					14.5% } PACE ---15PCT
22	X					7.3%
21	X					5.6%
20	X					4.0%
19	X					0.8%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 32 MPH

LOWER LIMIT 10 MPH PACE: 23 MPH

PERCENT OVER PACE: 17.7 %

PERCENT IN PACE: 76.6 %

PERCENT UNDER PACE: 7.3 %

85th PERCENTILE SPEED: 32.2 MPH

MEDIAN SPEED: 27.2 MPH

15th PERCENTILE SPEED: 23.1 MPH

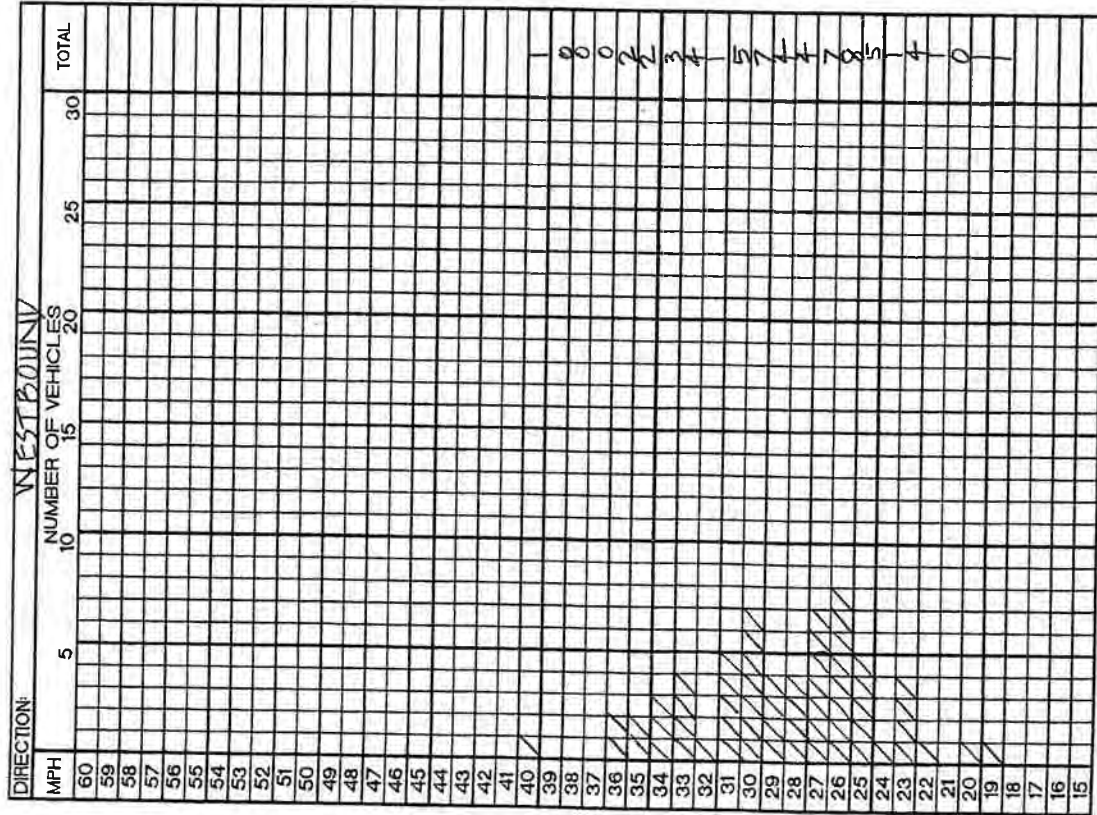
Nellie Gail 2020-43

Radar Speed Survey Field Sheet

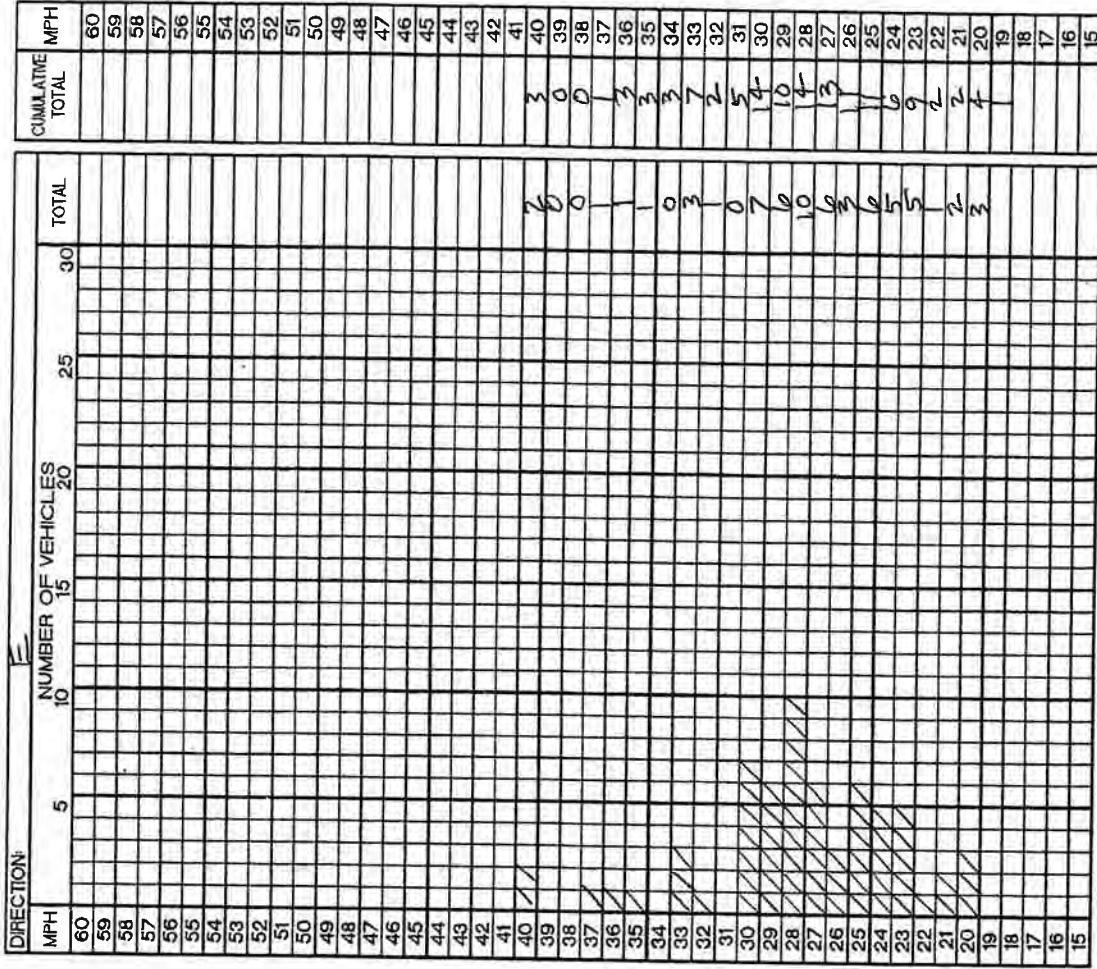
HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
15233 Villa Blvd., Suite 122, Irvine, CA 92618
(714) 451-4422

AGENCY: CITY OF LAGUNA HILLS
STREET: NEVILLE GAIL ROAD
LOCATION: LOST COT TO MOULTON PKWY

WEATHER: SUNNY
ROAD CONDITION: DRY
OBSERVER: CATHY BUENDIA
DATE: 03-16-2020
START TIME: 3:30 PM
END TIME: 4:30 PM



AVERAGE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS): _____
PACE SPEED: _____



AVERAGE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS): _____
PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**OSO PARKWAY****WEST CITY LIMITS TO MOULTON PKWY**

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 11:45 AM - 12:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF MOULTON
DATE OF SURVEY	2/12/2020
85th PERCENTILE	46.9 MPH
10 MPH PACE	39 - 48 MPH
PERCENT IN PACE	73.1 %
POSTED SPEED LIMIT	45 MPH (WB)

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	28,100
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / MAREBLU
CROSSWALKS	AT MOULTON
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME
OTHER	DESIGNATED BIKE LANES
	BUS STOPS (EB) / SHORT DISTANCE SEGMENT, SURVEYED ON GREENS ONLY

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.13
VERTICAL CURVE	NONE
HORIZONTAL CURVE	NONE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND
	NARROW SHOULDERS

ADJACENT LAND USE	BUSINESS / COMMERCIAL / ROUTE 73 OVERPASS
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE - POST (EB)
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JUSTIFICATION:

The section of Oso Parkway is a six lane roadway. Adjacent land uses are commercial, business and Route 73 overpass. Field notes state this segment is a short 0.13 mile section with bus stops, painted bike lanes, narrow shoulders, no parking anytime, and has a 45 mph speed sign posted westbound only. The speed study resulted with an 85th percentile speed of 46.9 mph and a 10 mph pace range 39 to 48 mph. It is recommended that the existing 45 mph speed limit remain. For enforcement, it is recommended that a 45 mph speed sign be installed eastbound.

File: Oso Pkwy 2020-44

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
OSO PARKWAY
DATE: 2/12/2020
TIME: 11:45 AM - 12:30 PM
WEST CITY LIMITS TO MOULTON PKWY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	99.4%
53					X	99.4%
52					X	98.9%
51					X	97.1%
50					X	97.1%
49					X	94.9%
48					X	91.4%
47					X	85.7%
46				X		80.0%
45				X		74.3%
44			X			64.6%
43			X			57.1%
42			X			48.6%
41		X				40.0%
40		X				34.3%
39	X					24.0%
38	X					18.3%
37	X					13.1%
36	X					9.1%
35	X					6.3%
34	X					2.9%
33	X					2.9%
32	X					1.1%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 48 MPH

LOWER LIMIT 10 MPH PACE: 39 MPH

PERCENT OVER PACE: 8.6 %

PERCENT IN PACE: 73.1 %

PERCENT UNDER PACE: 18.3 %

85th PERCENTILE SPEED: 46.9 MPH

MEDIAN SPEED: 42.2 MPH

15th PERCENTILE SPEED: 37.4 MPH

Oso Pkwy 2020-44

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11597 Irvine Blvd., Suite 172 Irvine CA 92618
(714) 731-9455

AGENCY: CITY OF LA BUNDA HILLS

STREET: 050 PARKWAY

LOCATION: NEST CITY LIMIT TO MOUNTAIN PARK

WEATHER: SUNNY

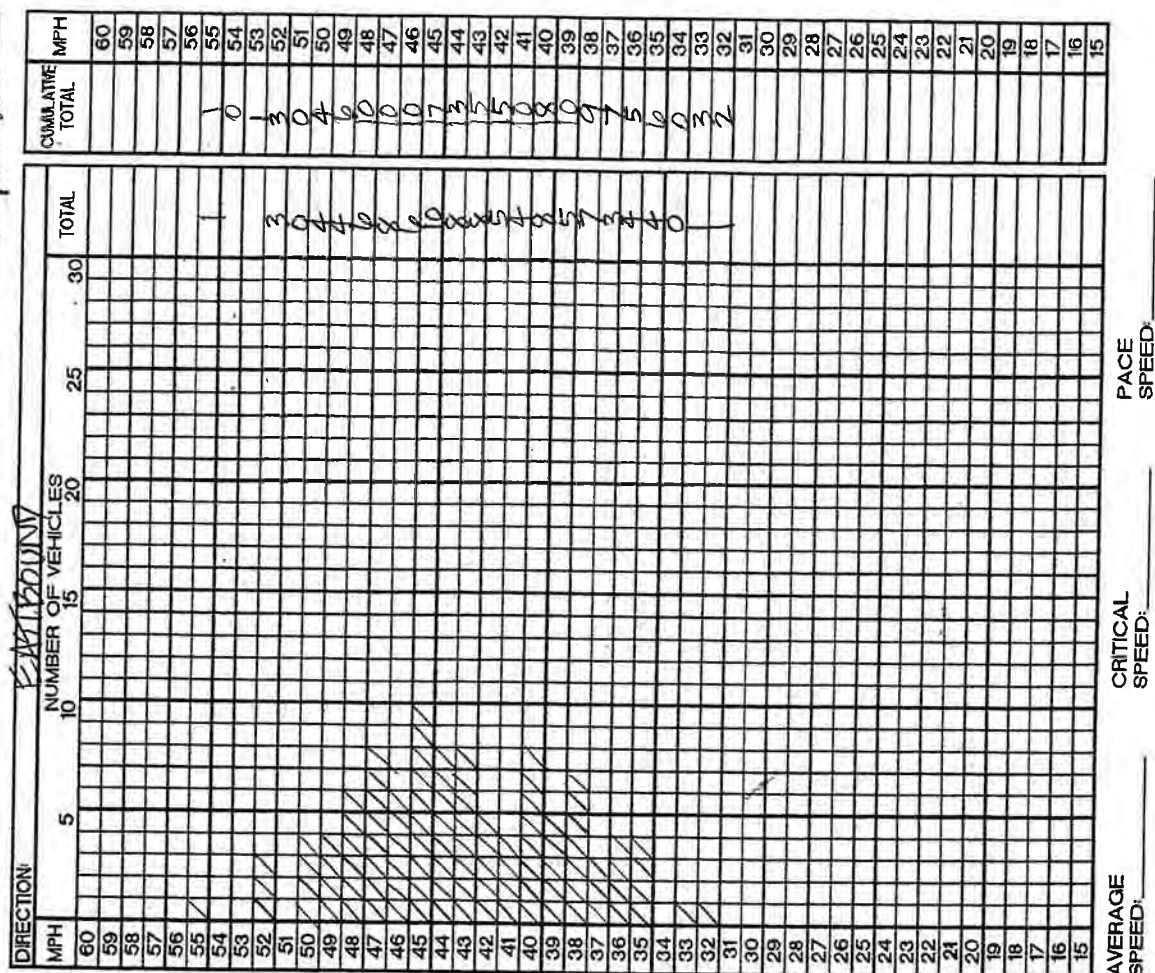
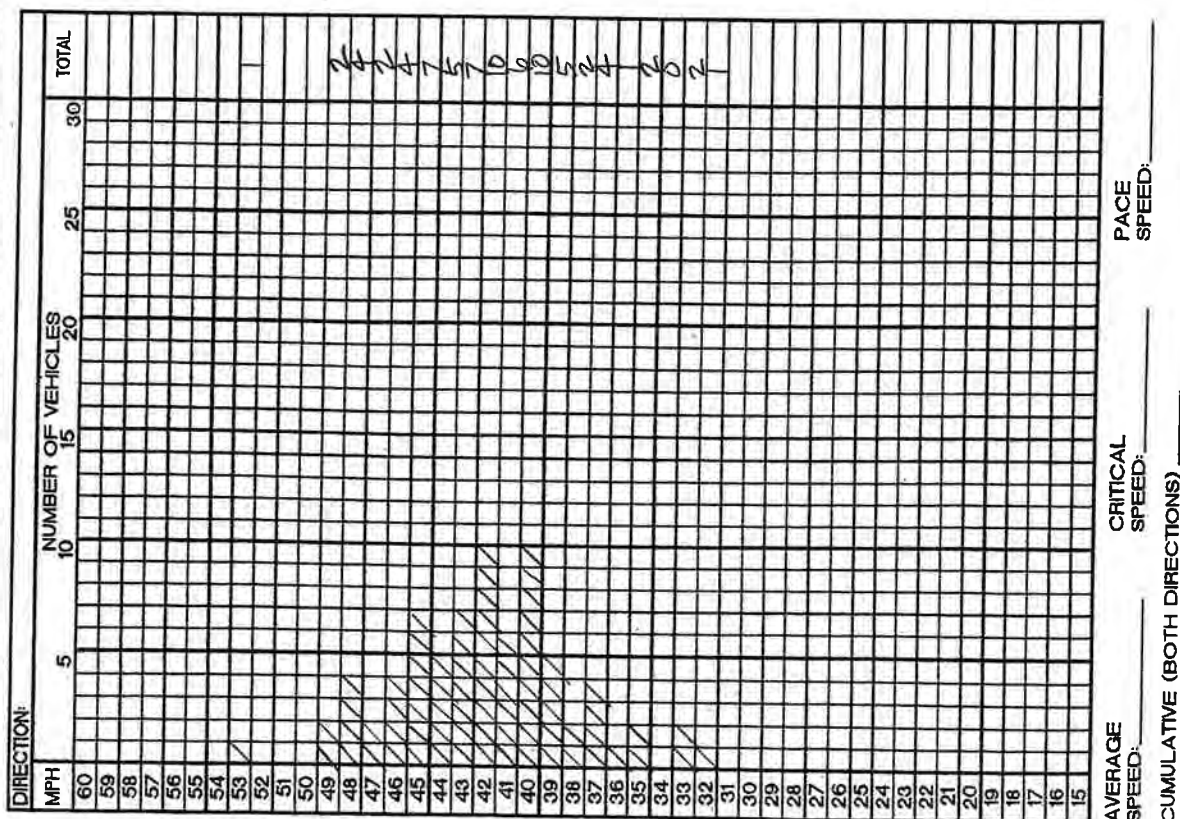
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 02-12-2020

START TIME: 11:45 AM

END TIME: 12:30 PM 11/11



ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**OSO PARKWAY****MOULTON PKWY TO NELLIE GAIL RD**

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 11:00 AM - 11:30 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF NELLIE GAIL
DATE OF SURVEY	2/12/2020
85th PERCENTILE	54.8 MPH
10 MPH PACE	46 - 55 MPH
PERCENT IN PACE	66.9 %
POSTED SPEED LIMIT	50 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	4
TOTAL ACCIDENTS	8
ANNUAL ACCIDENT RATE	2.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.29 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	30,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / NELLIE GAIL
CROSSWALKS	AT MOULTON / NELLIE GAIL
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	DESIGNATED BIKE LANES EQUESTRIAN TRAILS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.63
VERTICAL CURVE	NONE
HORIZONTAL CURVE	GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	NO / NO
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND
ADJACENT LAND USE	
RESIDENTIAL (NF) / EQUESTRAIN CENTER & TRAILS	
RECOMMENDED SPEED LIMIT	
50 MPH	
SPEED LIMIT CHANGE	
NO CHANGE	
JUSTIFICATION:	
The recommended 50 mph speed limit is within 4.8 mph of the 85th percentile speed and meets CVC standards.	

File: Oso Pkwy 2020-45

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
OSO PARKWAY
DATE: 2/12/2020
TIME: 11:00 AM - 11:30 AM
MOULTON PKWY TO NELLIE GAIL RD
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	97.5%
58					X	94.5%
57					X	92.6%
56					X	89.6%
55				X		85.9% }PACE
54				X		81.0% }PACE ---85PCT
53				X		75.5% }PACE
52				X		73.6% }PACE
51			X			65.6% }PACE
50			X			60.1% }PACE
49			X			47.9% }PACE ---MEAN
48		X				39.3% }PACE
47		X				33.7% }PACE
46	X					23.9% }PACE
45	X					19.0%
44	X					14.1% ---15PCT
43	X					12.3%
42	X					11.7%
41	X					9.8%
40	X					8.0%
39	X					4.9%
38	X					2.5%
37	X					0.6%
36	X					0.6%
35	X					0.0%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 55 MPH
 LOWER LIMIT 10 MPH PACE: 46 MPH
 PERCENT OVER PACE: 19.0 %
 PERCENT IN PACE: 66.9 %
 PERCENT UNDER PACE: 19.0 %

85th PERCENTILE SPEED: 54.8 MPH
 MEDIAN SPEED: 49.2 MPH
 15th PERCENTILE SPEED: 44.2 MPH

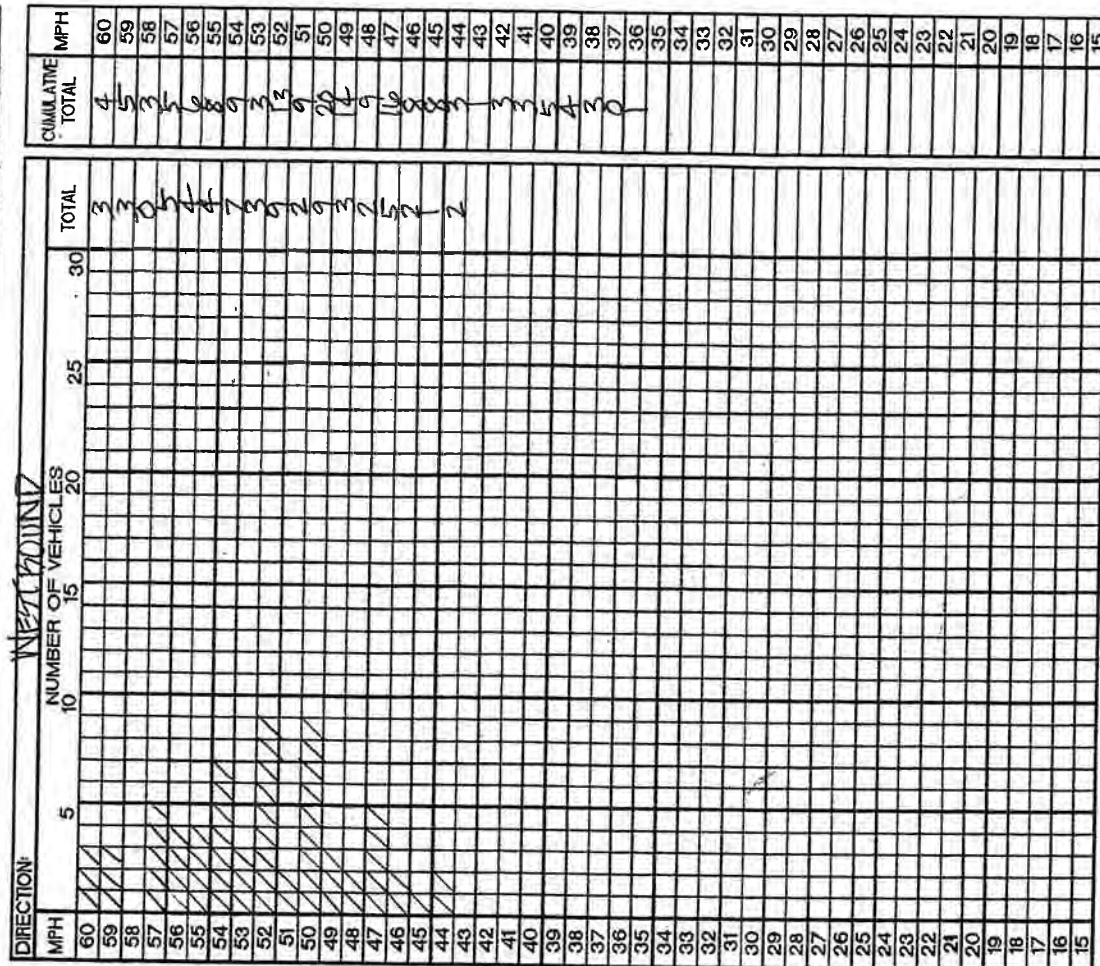
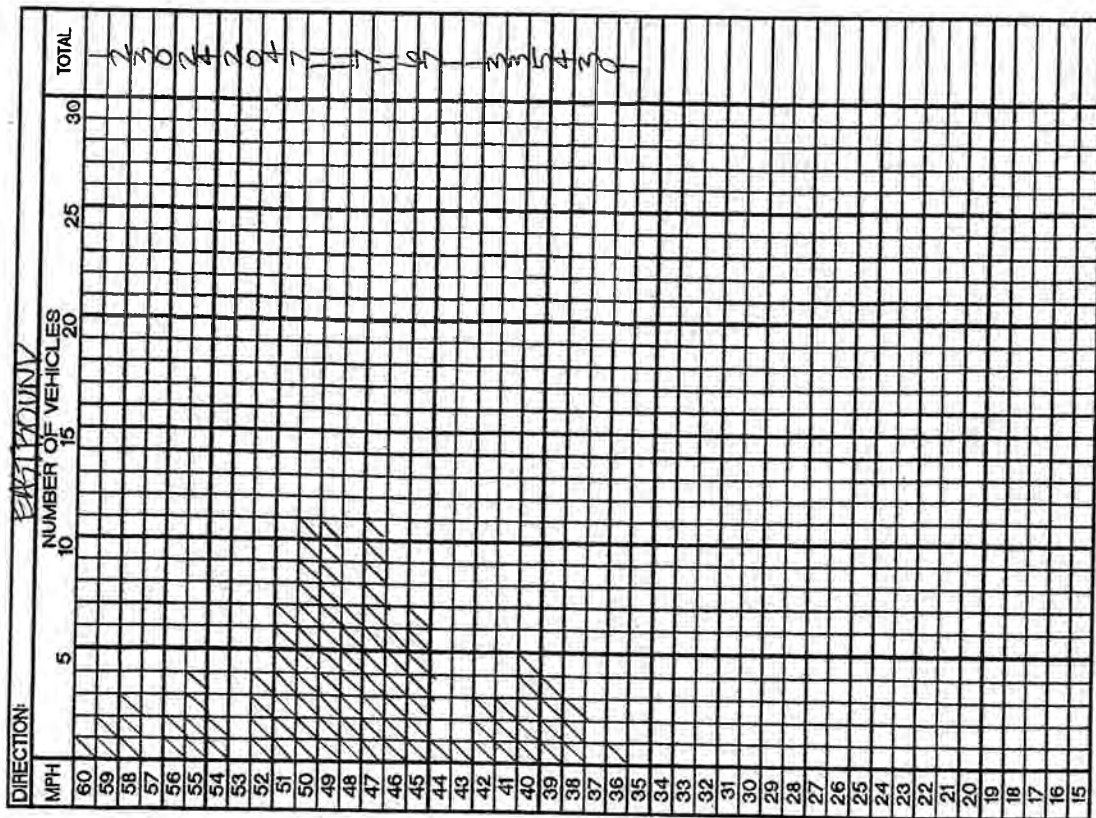
Oso Pkwy 2020-45

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 15951 Irvine Blvd., Suite 200
 Irvine, CA 92618
 (949) 261-9455

AGENCY: CITY OF LAKEVIEW HILLS
 STREET: DSO PARKWAY
 LOCATION: MOULTON PARKWAY TO NELLIE GRAY RD

WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA
 DATE: 02-12-2020
 START TIME: 11:00 AM
 END TIME: 11:30 AM



AVERAGE SPEED: _____
 CRITICAL SPEED: _____
 PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: 61
 CRITICAL SPEED: 63
 PACE SPEED: 65 - 111
 CUMULATIVE (BOTH DIRECTIONS): 64 - 1

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**OSO PARKWAY****NELLIE GAIL RD TO BRIDLEWOOD DR**

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 10:30 AM - 11:00 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF NOTTINGHAM
DATE OF SURVEY	2/12/2020
85th PERCENTILE	53.4 MPH
10 MPH PACE	42 - 51 MPH
PERCENT IN PACE	66.2 %
POSTED SPEED LIMIT	50 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	6
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.08 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	30,600
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - NELLIE GAIL / BRIDLEWOOD
CROSSWALKS	AT NELLIE GAIL / BRIDLEWOOD
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	DESIGNATED BIKE LANES EQUESTRIAN TRAILS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.59
VERTICAL CURVE	GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	SWEEPING "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	NO / NO
STREET LIGHTING	YES
OTHER	BI-LEVEL ROADWAY RAISED MEDIAN ISLAND
ADJACENT LAND USE	RESIDENTIAL (NF)
RECOMMENDED SPEED LIMIT	50 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 50 mph speed limit is within 3.4 mph of the 85th percentile speed and meets CVC standards.	

NF = Non-fronting

File: Oso Pkwy 2020-46

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
OSO PARKWAY
DATE: 2/12/2020
TIME: 10:30 AM - 11:00 AM
NELLIE GAIL RD TO BRIDLEWOOD DR
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	98.5%
58					X	97.0%
57					X	93.9%
56					X	92.9%
55					X	90.9%
54					X	87.9%
53				X		83.3% ---85PCT
52				X		78.8%
51				X		75.3% }PACE
50				X		67.7% }PACE
49			X			55.6% }PACE
48			X			46.0% }PACE ---MEAN
47			X			39.4% }PACE
46			X			32.3% }PACE
45		X				28.8% }PACE
44		X				22.7% }PACE
43		X				19.2% }PACE
42		X				14.1% }PACE ---15PCT
41	X					9.1%
40	X					6.1%
39	X					4.5%
38	X					3.5%
37	X					3.5%
36	X					2.5%
35	X					2.0%
34	X					1.5%
33	X					1.5%
32	X					1.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 51 MPH
 LOWER LIMIT 10 MPH PACE: 42 MPH
 PERCENT OVER PACE: 24.7 %
 PERCENT IN PACE: 66.2 %
 PERCENT UNDER PACE: 9.1 %

85th PERCENTILE SPEED: 53.4 MPH
 MEDIAN SPEED: 48.4 MPH
 15th PERCENTILE SPEED: 42.2 MPH

Oso Pkwy 2020-46

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
15951 Bay Rd., Suite 122, Torrance, CA 90503
(310) 551-5155

AGENCY: CITY OF LAGUNA HILLS

STREET: OSD PARKWAY

LOCATION: NELLIE GAIL RD TO BRIDLEWOOD DR

WEATHER: SUNNY

DATE: 02-12-2020

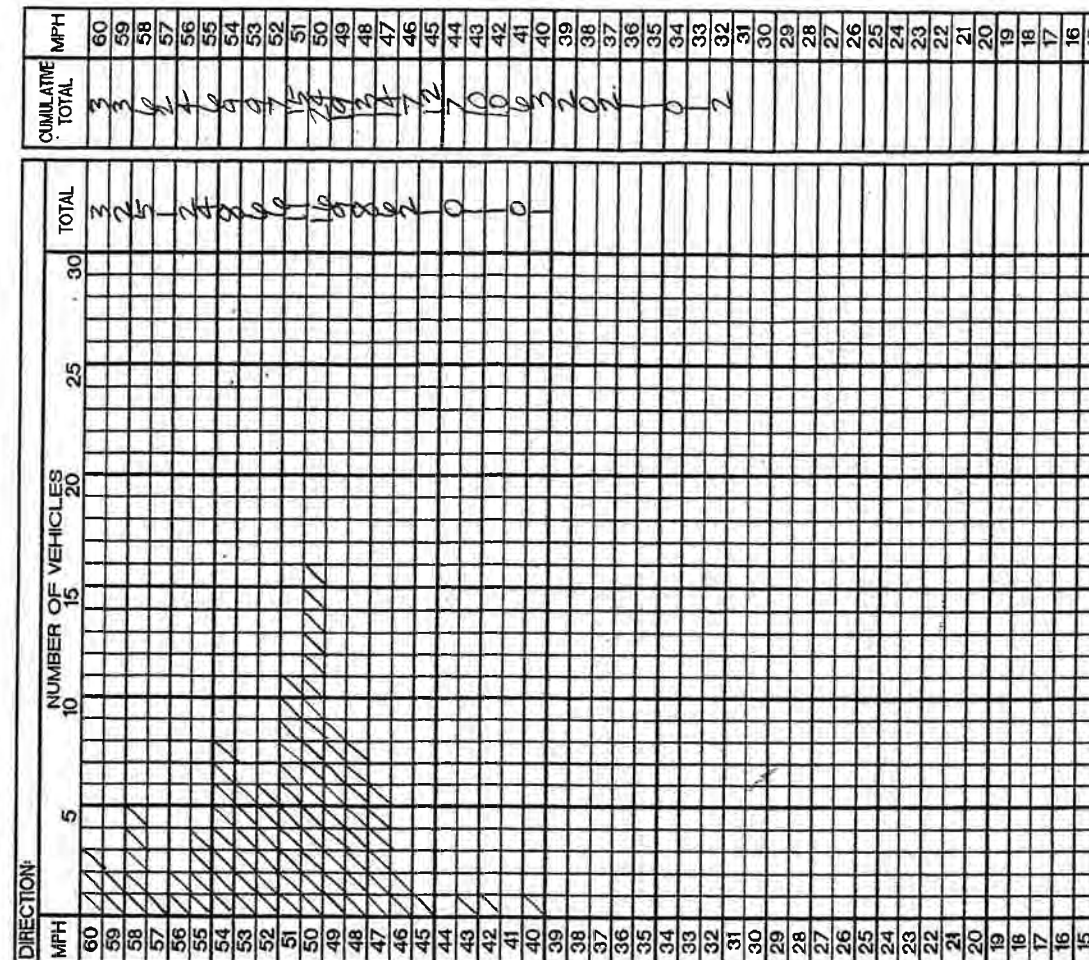
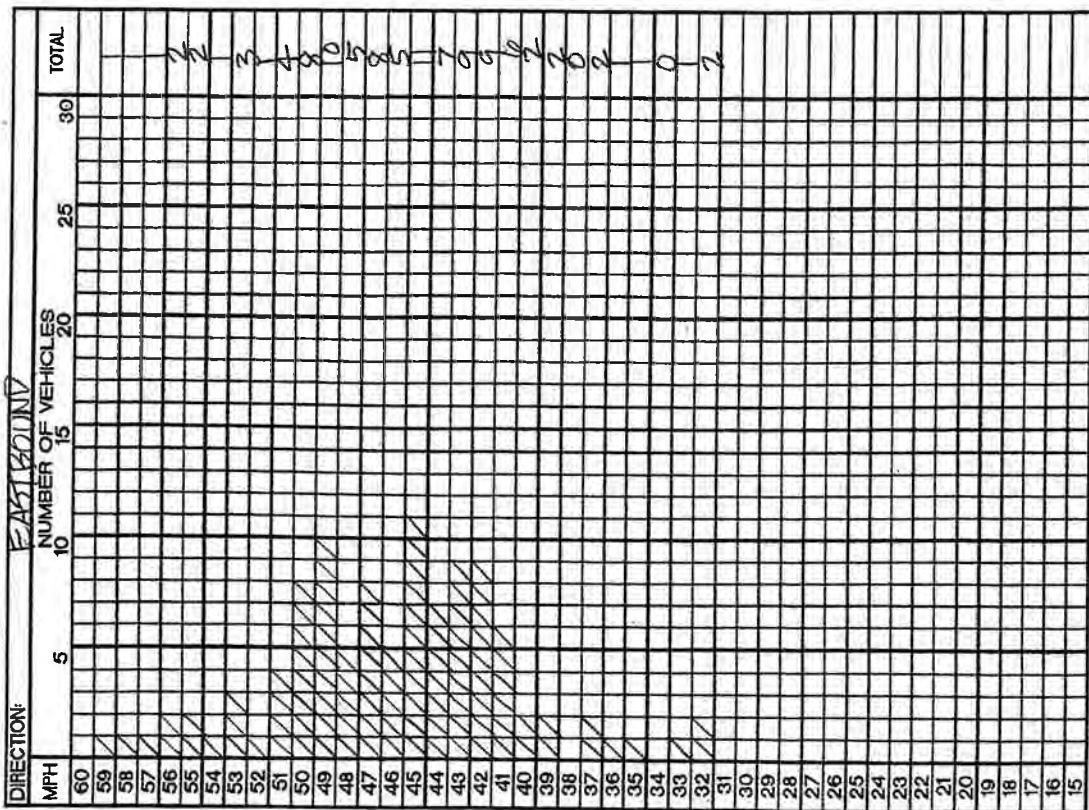
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

START TIME: 10:30 AM

END TIME: 11:00 AM

11:00 AM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS)

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**OSO PARKWAY****BRIDLEWOOD DR TO I-5 FREEWAY**

DATE: 2/12/2020

SURVEY BY: C. BUENDIA

TIME: 10:00 AM - 10:30 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF TOMBSTONE
DATE OF SURVEY	2/12/2020
85th PERCENTILE	52.2 MPH
10 MPH PACE	44 - 53 MPH
PERCENT IN PACE	70.0 %
POSTED SPEED LIMIT	50 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	5
TOTAL ACCIDENTS	12
ANNUAL ACCIDENT RATE	2.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.22 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	49,300
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - FWY / CABOT / BRIDLEWOOD
CROSSWALKS	AT CABOT / BRIDLEWOOD
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME
OTHER	DESIGNATED BIKE LANES FLASHING BEACON "SIGNAL AHEAD" / EQUESTRIAN TRAILS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.63
VERTICAL CURVE	GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	DBL YELLOW CENTERLINE & RAISED MEDIAN ISLAND NARROW SHOULDERS
ADJACENT LAND USE	RESIDENTIAL (NF) / I-5 FWY
RECOMMENDED SPEED LIMIT	50 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 50 mph speed limit is within 2.2 mph of the 85th percentile speed and meets CVC standards.	

NF = Non-fronting

File: Oso Pkwy 2020-47

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

OSO PARKWAY
DATE: 2/12/2020
TIME: 10:00 AM - 10:30 AM
BRIDLEWOOD DR TO I-5 FREEWAY
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	98.9%
58					X	97.4%
57					X	97.4%
56					X	95.3%
55					X	94.2%
54					X	92.1%
53					X	89.5% }PACE
52				X		83.7% }PACE ---85PCT
51				X		75.8% }PACE
50				X		71.1% }PACE
49				X		67.4% }PACE
48			X			60.5% }PACE
47			X			51.1% }PACE
46		X				43.2% }PACE ---MEAN
45		X				37.9% }PACE
44		X				26.8% }PACE
43		X				19.5%
42		X				17.4%
41	X					13.2% ---15PCT
40	X					6.8%
39	X					3.2%
38	X					1.1%
37	X					1.1%
36	X					0.5%
35	X					0.0%
34	X					0.0%
33	X					0.0%
32	X					0.0%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 53 MPH
 LOWER LIMIT 10 MPH PACE: 44 MPH
 PERCENT OVER PACE: 10.5 %
 PERCENT IN PACE: 70.0 %
 PERCENT UNDER PACE: 19.5 %

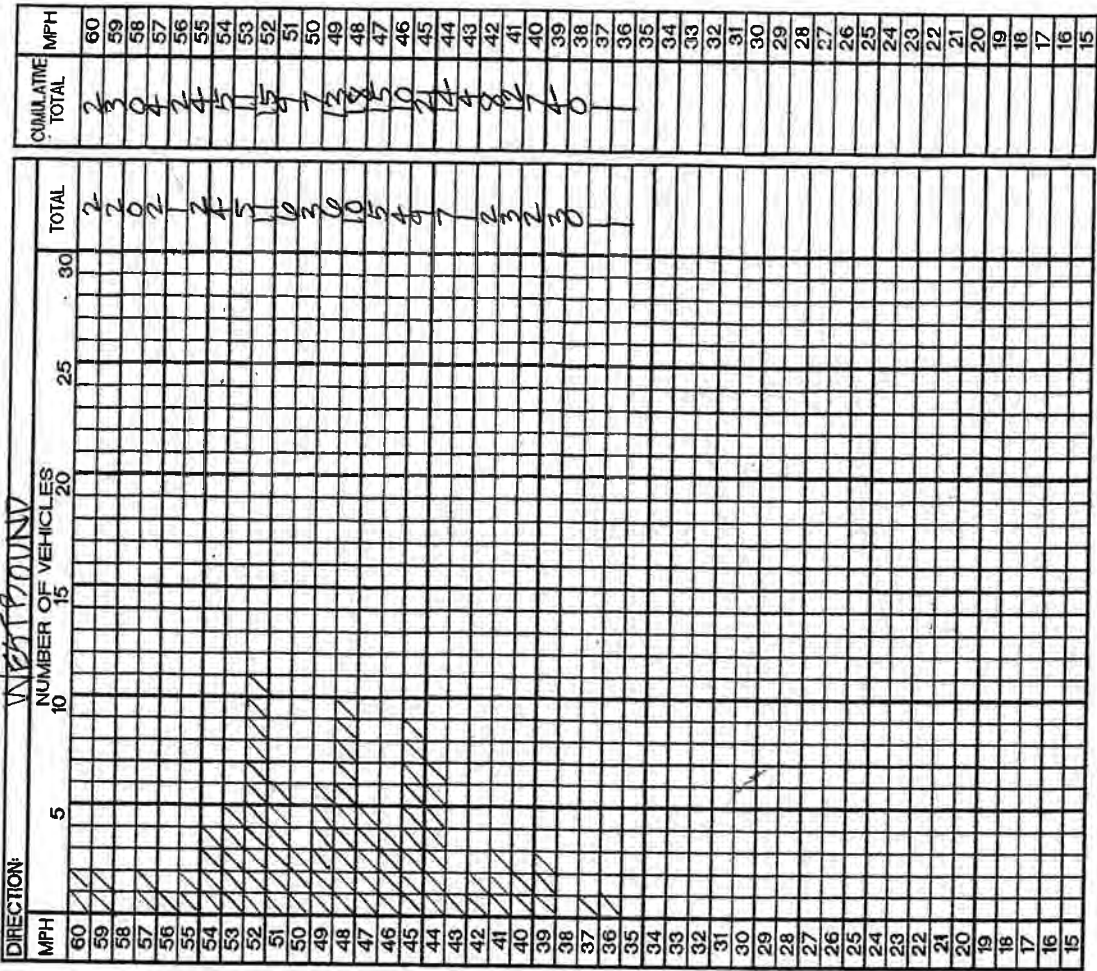
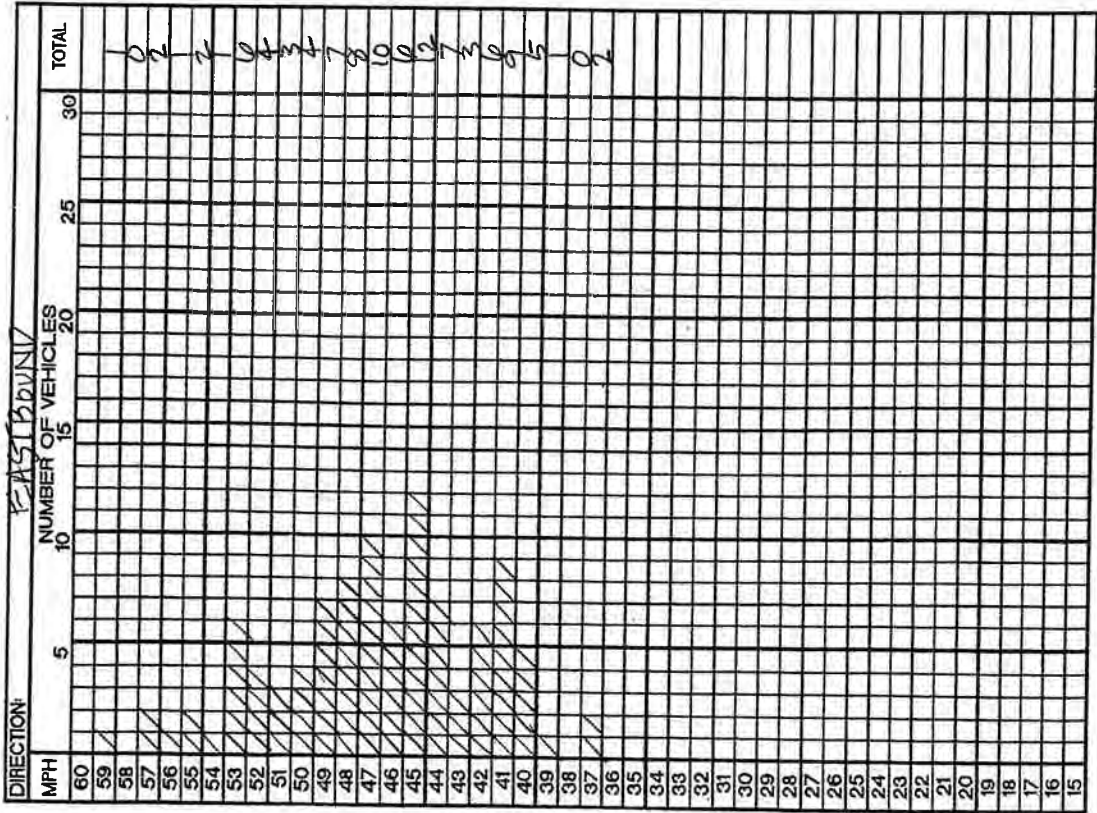
85th PERCENTILE SPEED: 52.2 MPH
 MEDIAN SPEED: 46.9 MPH
 15th PERCENTILE SPEED: 41.4 MPH

Oso Pkwy 2020-47

Radar Speed Survey Field Sheet

HARTOG AND CRABELL INC.
Consulting Traffic Engineers
1192 John Rd., Suite 172, Irvine, CA 92606
(714) 31-1455

AGENCY: CITY OF LAGUNA HILLS DATE: 02-12-2020
STREET: DSO PARKWAY ROAD CONDITION: DAY
LOCATION: BRIDLEWOOD DR TO I-5 FWY OBSERVER: CATHY BUENDIA
WEATHER: SUNNY START TIME: 10:00 AM
END TIME: 10:30 AM



CUMULATIVE TOTAL	MPH
2	60
3	59
4	58
5	57
6	56
7	55
8	54
9	53
10	52
11	51
12	50
13	49
14	48
15	47
16	46
17	45
18	44
19	43
20	42
21	41
22	40
23	39
24	38
25	37
26	36
27	35
28	34
29	33
30	32
31	31
32	30
33	29
34	28
35	27
36	26
37	25
38	24
39	23
40	22
41	21
42	20
43	19
44	18
45	17
46	16
47	15

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI
PASEO DE VALENCIA
AVENIDA DE LA CARLOTA TO EL TORO RD

DATE: 2/5/2020

SURVEY BY: C. BUENDIA

TIME: 10:00 AM - 10:30 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA

 LOCATION OF SURVEY
 DATE OF SURVEY
 85th PERCENTILE
 10 MPH PACE
 PERCENT IN PACE
 POSTED SPEED LIMIT

 SOUTH OF AVD DE LA CARLOTA
 2/5/2020
 37.6 MPH
 28 - 37 MPH
 74.3 %
 35 MPH

ACCIDENT HISTORY

 NO. OF MONTHS OBSERVED
 SPEED-RELATED ACCIDENTS
 TOTAL ACCIDENTS
 ANNUAL ACCIDENT RATE
 ACC./MILLION VEH. MILES

 24
 0
 2
 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

 AVERAGE DAILY TRAFFIC
 LANE CONFIGURATION
 TRAFFIC CONTROLS
 CROSSWALKS
 PEDESTRIAN/BICYCLES
 TRUCK TRAFFIC
 ON-STREET PARKING
 OTHER

 12,800
 2 LANES PER DIRECTION
 SIGNAL - AVD DE LA CARLOTA / EL TORO
 AT AVD DE LA CARLOTA / EL TORO
 YES / YES
 YES
 NO STOPPING ANYTIME

ROADWAY FACTORS

 LENGTH OF SEGMENT (MILES)
 VERTICAL CURVE
 HORIZONTAL CURVE
 LATERAL VISIBILITY
 ROAD CONDITIONS
 SIDEWALKS/DRIVEWAYS
 STREET LIGHTING
 OTHER

 0.25
 NONE
 MODERATE "C" CURVE
 LIMITED SIGHT DISTANCE
 GOOD
 PARTIAL / YES
 YES
 PAINTED MEDIAN ISLAND

ADJACENT LAND USE

COMMERCIAL / FIRE STATION / CITY HALL

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended speed of 35 mph is within 2.6 mph of the 85th percentile speed and meets CVC standards.

File: PDV 2020-48

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
PASEO DE VALENCIA
AVENIDA DE LA CARLOTA TO EL TORO RD
DATE: 2/5/2020
SURVEY BY:
C. BUENDIA
TIME: 10:00 AM - 10:30 AM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	99.4%
42					X	97.2%
41					X	96.1%
40					X	93.9%
39					X	89.4%
38					X	86.6%
37					X	82.7%
36					X	76.5%
35					X	72.6%
34					X	62.0%
33					X	49.2%
32					X	40.2%
31					X	32.4%
30					X	24.0%
29					X	16.2%
28					X	12.8%
27					X	8.4%
26					X	5.0%
25					X	1.1%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 37 MPH
 LOWER LIMIT 10 MPH PACE: 28 MPH
 PERCENT OVER PACE: 17.3 %
 PERCENT IN PACE: 74.3 %
 PERCENT UNDER PACE: 8.4 %

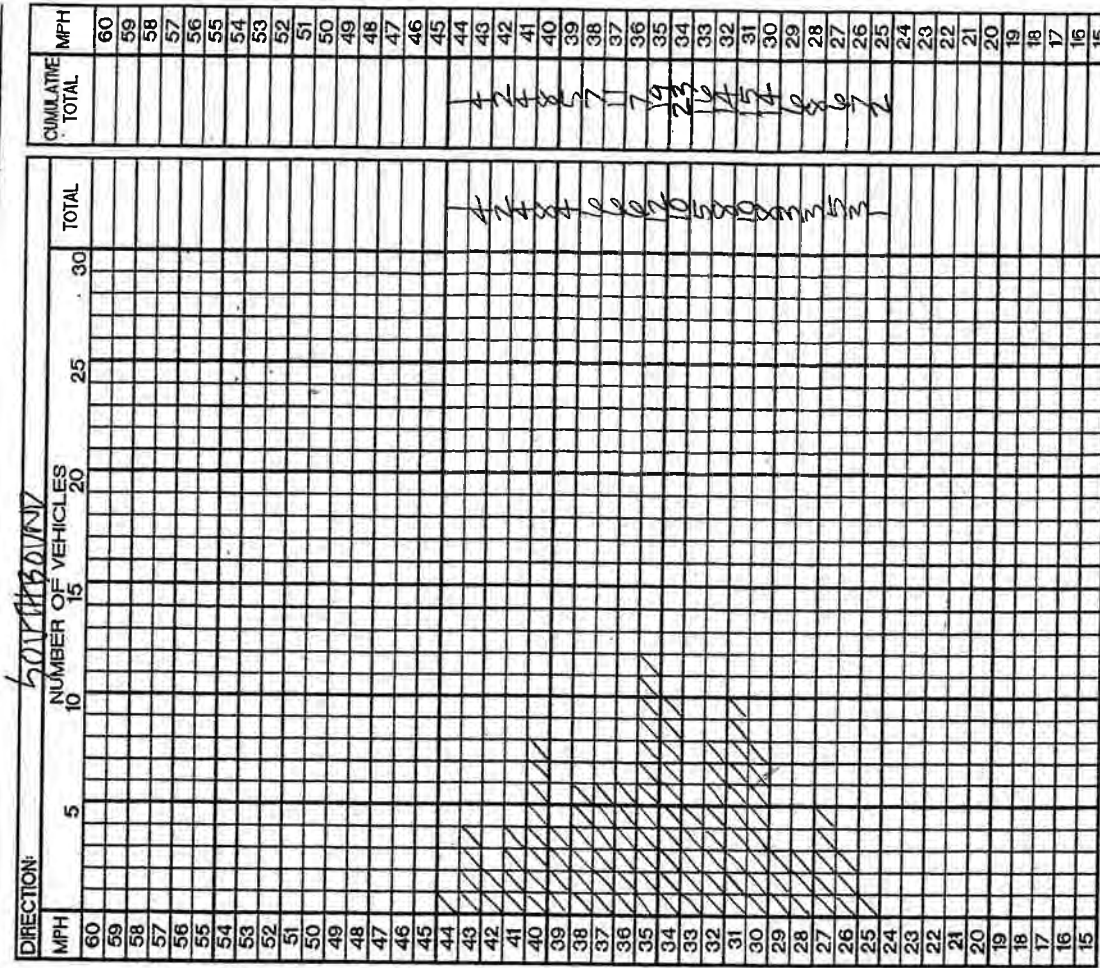
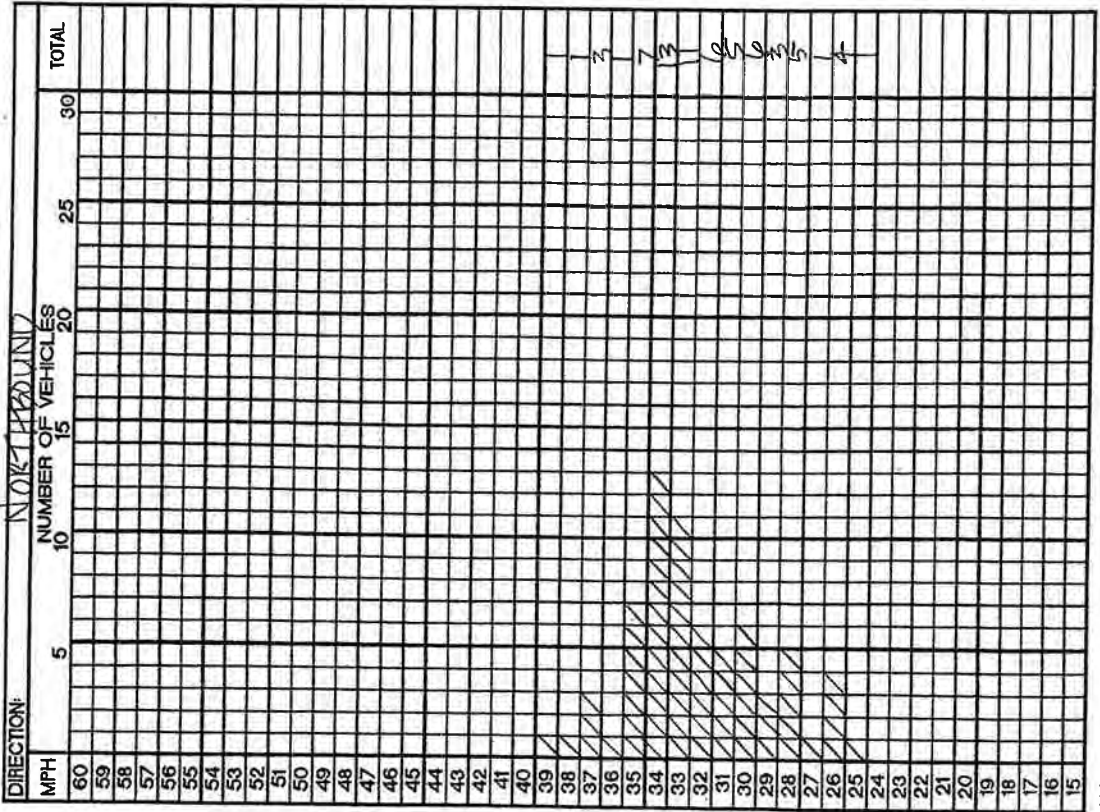
85th PERCENTILE SPEED: 37.6 MPH
 MEDIAN SPEED: 33.1 MPH
 15th PERCENTILE SPEED: 28.6 MPH

PDV 2020-48

Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
 Consulting Traffic Engineers
 11591 Lakeview Circle, Suite C, 92649
 (714) 211-5252

AGENCY: CITY OF LAG DATE: 02-05-2020
 STREET: PASEO DE VALENCIA ROAD CONDITION: DRY
 LOCATION: AVD. DE VALENCIA TO EL TORO RD OBSERVER: CATHY BUENDIA
 WEATHER: SUNNY START TIME: 10:00 AM
 END TIME: 10:30 AM ✓



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**PASEO DE VALENCIA****EL TORO RD TO LOS ALISOS BL**

DATE: 2/5/2020

SURVEY BY: C. BUENDIA

TIME: 10:40 AM - 11:15 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF MAGDALENA
DATE OF SURVEY	2/5/2020
85th PERCENTILE	42.3 MPH
10 MPH PACE	35 - 44 MPH
PERCENT IN PACE	76.1 %
POSTED SPEED LIMIT	40 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	15
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.15 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	21,400
LANE CONFIGURATION	2 LANES (SB) - 3 LANES (NB)
TRAFFIC CONTROLS	SIGNAL - EL TORO / LA PLATA / MAGDALENA / HEALTH CTR / VIA ESTRADA / LOS ALISOS
CROSSWALKS	AT EL TORO / LA PLATA / MAGDALENA / HEALTH CTR / VIA ESTRADA / LOS ALISOS
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	DESIGNATED BIKE LANES
	BUS STOPS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.86
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	CONSTANT GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / MANY
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND
ADJACENT LAND USE	
	COMMERCIAL / BUSINESS / MEDICAL OFFICES / HOSPITAL
RECOMMENDED SPEED LIMIT	
	40 MPH
SPEED LIMIT CHANGE	
	NO CHANGE
JUSTIFICATION:	
The recommended speed of 40 mph is within 2.3 mph of the 85th percentile speed and meets CVC standards.	

File: PDV 2020-49

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

PASEO DE VALENCIA
EL TORO RD TO LOS ALISOS BL

DATE: 2/5/2020

SURVEY BY:

C. BUENDIA

TIME: 10:40 AM - 11:15 AM

CHECKED BY:

JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	99.4%
46					X	97.7%
45					X	96.0%
44					X	93.2%
43					X	88.6%
42					X	83.5%
41					X	72.2%
40					X	63.6%
39					X	55.7%
38					X	46.6%
37					X	40.9%
36					X	32.4%
35					X	26.1%
34					X	17.0%
33					X	13.6%
32					X	11.4%
31					X	7.4%
30					X	6.3%
29					X	4.5%
28					X	2.8%
27					X	0.6%
26					X	0.6%
25					X	0.0%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 44 MPH
 LOWER LIMIT 10 MPH PACE: 35 MPH
 PERCENT OVER PACE: 6.8 %
 PERCENT IN PACE: 76.1 %
 PERCENT UNDER PACE: 17.0 %

85th PERCENTILE SPEED: 42.3 MPH
 MEDIAN SPEED: 38.4 MPH
 15th PERCENTILE SPEED: 33.4 MPH

PDV 2020-49

Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
Consulting Traffic Engineers
 11997 Evans Blvd., Suite 102, Irvine, CA 92618
 (714) 751-9555

AGENCY: CITY OF LAGUNA HILLS DATE: 02-05-2020
 STREET: PASEO DE VALENCIA ROAD CONDITION: DRY
 LOCATION: EL TORO RD TO LOS ALISOS BL OBSERVER: CATHY BUENDIA
 END TIME: 11:15 AM 10:40 AM

DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	MPH
5	10	15	20	25	30		
							60
							59
							58
							57
							56
							55
							54
							53
							52
							51
							50
							49
							48
							47
							46
							45
							44
							43
							42
							41
							40
							39
							38
							37
							36
							35
							34
							33
							32
							31
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							29
							28
							27
							26
							25
							24
							23
							22
							21
							20
							19
							18
							17
							16
							15

Handwritten data for Northbound: 2, 3, 4, 10, 12, 15, 9, 9, 8, 4, 3, 0, 2

DIRECTION: <u>SOUTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	MPH
5	10	15	20	25	30		
							60
							59
							58
							57
							56
							55
							54
							53
							52
							51
							50
							49
							48
							47
							46
							45
							44
							43
							42
							41
							40
							39
							38
							37
							36
							35
							34
							33
							32
							31
							30
							29
							28
							27
							26
							25
							24
							23
							22
							21
							20
							19
							18
							17
							16
							15

Handwritten data for Southbound: 3, 3, 3, 9, 22, 15, 14, 16, 10, 15, 11, 8, 7, 3, 3, 0

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



PASEO DE VALENCIA

LOS ALISOS BL TO LAGUNA HILLS DR

DATE: 2/5/2020
TIME: 11:15 AM - 11:50 AM

SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF LOS ALISOS
DATE OF SURVEY	2/5/2020
85th PERCENTILE	47.4 MPH
10 MPH PACE	38 - 47 MPH
PERCENT IN PACE	73.5 %
POSTED SPEED LIMIT	45 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	5
TOTAL ACCIDENTS	15
ANNUAL ACCIDENT RATE	2.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.33 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	31,800
LANE CONFIGURATION	2 LANES (SB) - 3 LANES (NB)
TRAFFIC CONTROLS	SIGNAL - LOS ALISOS / KENNINGTON / BECKENHAM / LAGUNA HILLS
CROSSWALKS	AT LOS ALISOS / BECKENHAM / LAGUNA HILLS (sch)
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.65
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	CONSTANT GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO (NB) - NO / NO (SB)
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND
ADJACENT LAND USE	RESIDENTIAL (NF)
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended speed of 45 mph is within 2.4 mph of the 85th percentile speed and meets CVC standards.	

NF = RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: PDV 2020-50

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

PASEO DE VALENCIA
LOS ALISOS BL TO LAGUNA HILLS DR
DATE: 2/5/2020
SURVEY BY:
C. BUENDIA
TIME: 11:15 AM - 11:50 AM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	99.5%
53					X	99.5%
52					X	99.0%
51					X	98.5%
50					X	95.9%
49					X	91.8%
48					X	88.3%
47				X		83.2% }PACE ---85PCT
46				X		75.5% }PACE
45				X		69.4% }PACE
44			X			60.2% }PACE
43			X			53.1% }PACE
42			X			43.9% }PACE ---MEAN
41			X			37.2% }PACE
40		X				31.1% }PACE
39		X				23.5% }PACE
38		X				16.3% }PACE
37	X					9.7% ---15PCT
36	X					5.1%
35	X					3.6%
34	X					2.0%
33	X					2.0%
32	X					0.5%
31	X					0.5%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 47 MPH

LOWER LIMIT 10 MPH PACE: 38 MPH

PERCENT OVER PACE: 16.8 %

PERCENT IN PACE: 73.5 %

PERCENT UNDER PACE: 9.7 %

85th PERCENTILE SPEED: 47.4 MPH

MEDIAN SPEED: 42.7 MPH

15th PERCENTILE SPEED: 37.8 MPH

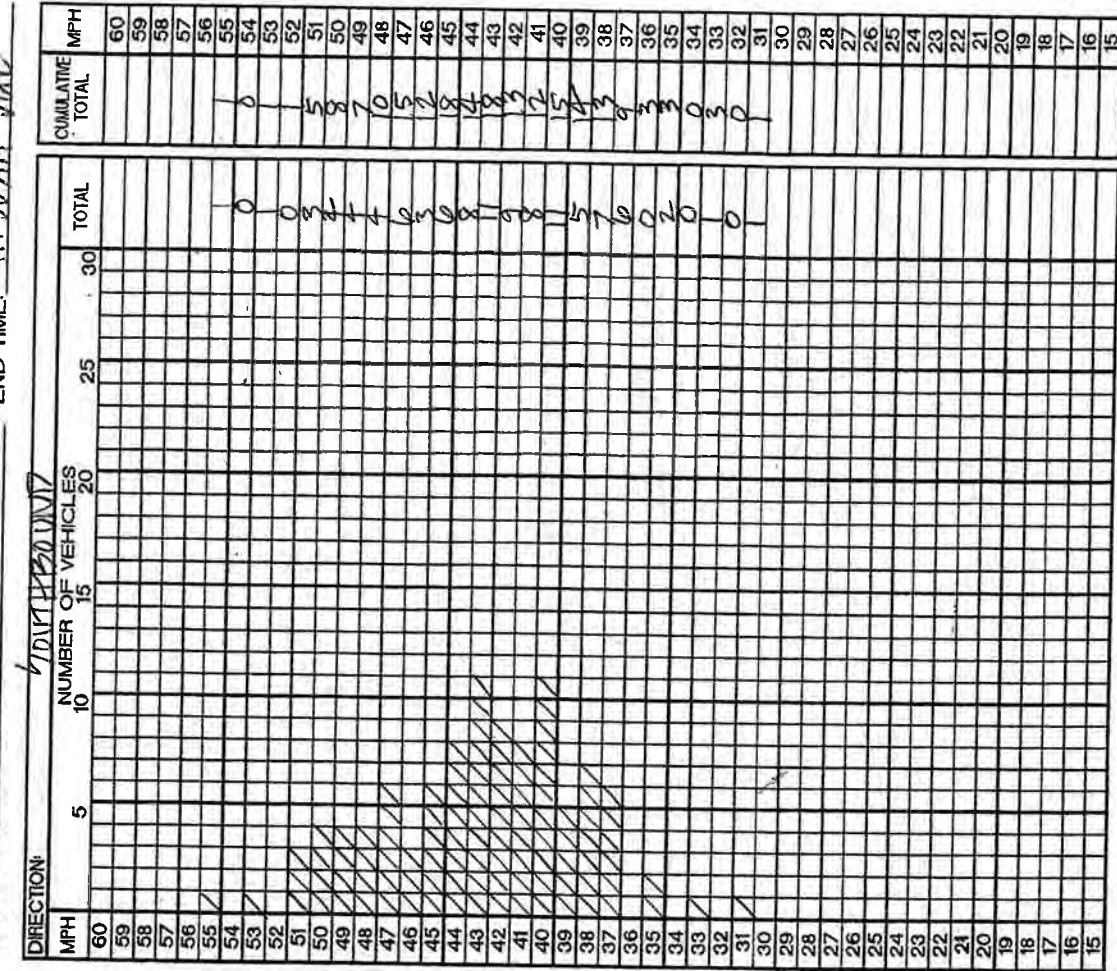
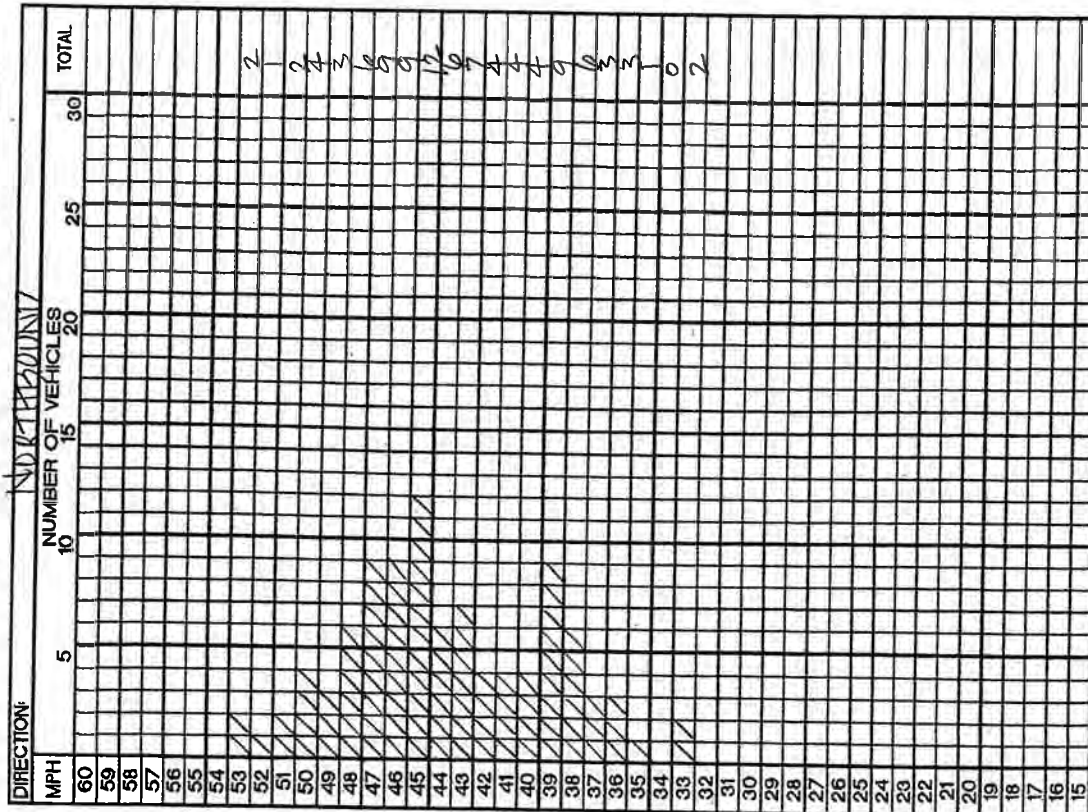
PDV 2020-50

Radar Speed Survey Field Sheet

HARTZOG AND CRIBELL INC.
 Consulting Traffic Engineers
 17921 John Burroughs Rd., Suite 100
 Irvine, CA 92614
 (714) 441-1100

AGENCY: CITY OF LAGUNA HILLS
 STREET: PASEO DE VALENCIA
 LOCATION: LOS ALISOS BL TO LAGUNA HILLS DR.

WEATHER: SUNNY DATE: 02-05-2020
 ROAD CONDITION: DRY START TIME: 11:15 AM
 OBSERVER: CATHY BUENDIA END TIME: 11:50 AM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**PASEO DE VALENCIA****LAGUNA HILLS DR TO ALICIA PKWY**

DATE: 2/5/2020
 TIME: 12:00 PM - 12:40 PM

SURVEY BY: C. BUENDIA
 CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF LAGUNA HILLS
DATE OF SURVEY	2/5/2020
85th PERCENTILE	45.9 MPH
10 MPH PACE	36 - 45 MPH
PERCENT IN PACE	66.7 %
POSTED SPEED LIMIT	45 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	11
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	26,200
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LAGUNA HILLS / HAWK / ALICIA
CROSSWALKS	AT LAGUNA HILLS / HAWK (sch) / ALICIA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTIME
OTHER	BIKE ROUTE / BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.30
VERTICAL CURVE	SLIGHT UPHILL GRADE (NB)
HORIZONTAL CURVE	GRADUAL "C" CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	RAISED MEDIAN ISLAND SHORT DISTANCE BTWN SIGNALS / NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL** / LAGUNA HILLS HIGH SCH / COMMERCIAL (at Alicia)
-------------------	--

RECOMMENDED SPEED LIMIT	45 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
--------------------	-----------

JUSTIFICATION:	
The recommended speed of 45 mph is within 0.9 mph of the 85th percentile speed and meets CVC standards.	

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: PDV 2020-51

* 25 MPH When Children Present, School Zone

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
PASEO DE VALENCIA
LAGUNA HILLS DR TO ALICIA PKWY
DATE: 2/5/2020
SURVEY BY:
C. BUENDIA
TIME: 12:00 PM - 12:40 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	99.0%
52					X	98.1%
51					X	97.1%
50					X	96.1%
49					X	94.2%
48					X	92.3%
47					X	89.4%
46				X		85.5%
45				X		81.2% } PACE ---85PCT
44				X		73.4% } PACE
43			X			66.7% } PACE
42			X			58.5% } PACE
41			X			51.7% } PACE
40		X				42.5% } PACE ---MEAN
39		X				33.3% } PACE
38		X				27.5% } PACE
37		X				26.1% } PACE
36	X					20.3% } PACE
35	X					14.5% ---15PCT
34	X					9.7%
33	X					7.7%
32	X					6.3%
31	X					3.9%
30	X					1.4%
29	X					1.4%
28	X					1.0%
27	X					0.5%
26	X					0.5%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 45 MPH
 LOWER LIMIT 10 MPH PACE: 36 MPH
 PERCENT OVER PACE: 18.8 %
 PERCENT IN PACE: 66.7 %
 PERCENT UNDER PACE: 14.5 %

85th PERCENTILE SPEED: 45.9 MPH
 MEDIAN SPEED: 40.8 MPH
 15th PERCENTILE SPEED: 35.1 MPH

PDV 2020-51

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAKEUNA HILLS

STREET: PASEO DE VALENCIA

LOCATION: LAGUNA HILLS DR TO ALICIA PENY

WEATHER: SUNNY

ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 02-05-2020

DATE: 12/00 PM
START TIME: 12:00 PM

END TIME: 12:40 PM VIAZ

DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES	TOTAL
MPH		10 15 20 25 30	
60			
59			
58			
57			
56			
55			
54			
53			
52			
51			
50			
49			
48			
47			
46			
45			
44			
43			
42			
41			
40			
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37			
36			
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28			
27			
26			
25			
24			
23			
22			
21			
20			
19			
18			
17			
16			
15			

DIRECTION: <u>Northbound</u>		NUMBER OF VEHICLES				TOTAL	CUMULATIVE TOTAL	MPH
MPH	5	10	15	20				
60							60	
59							59	
58							58	
57							57	
56							56	
55							55	
54							54	
53							53	
52							52	
51							51	
50							50	
49							49	
48							48	
47							47	
46							46	
45							45	
44							44	
43							43	
42							42	
41							41	
40							40	
39							39	
38							38	
37							37	
36							36	
35							35	
34							34	
33							33	
32							32	
31							31	
30							30	
29							29	
28							28	
27							27	
26							26	
25							25	
24							24	
23							23	
22							22	
21							21	
20							20	
19							19	
18							18	
17							17	
16							16	
15							15	

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



PASEO DE VALENCIA

ALICIA PKWY TO LA PAZ RD

DATE: 2/5/2020

SURVEY BY: C. BUENDIA

TIME: 1:30 PM - 2:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF SUNBURST
DATE OF SURVEY	2/5/2020
85th PERCENTILE	49.7 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	73.7 %
POSTED SPEED LIMIT	45 MPH / 25 MPH*
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	6
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	11,100
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - ALICIA / LA PAZ
CROSSWALKS	AT ALICIA (sch) / LA PAZ (sch)
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO PARKING ANYTME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.91
VERTICAL CURVE	SLIGHT-GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED-FAIR SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	DBL YELLOW PAINTED ISLAND
ADJACENT LAND USE	RESIDENTIAL** / COMMERCIAL (at Alicia)
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended speed of 45 mph is within 4.7 mph of the 85th percentile speed and meets CVC standards.	

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: PDV 2020-52

* 25 MPH When Children Present, School Zone

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

PASEO DE VALENCIA
ALICIA PKWY TO LA PAZ RD
DATE: 2/5/2020
SURVEY BY:
C. BUENDIA
TIME: 1:30 PM - 2:00 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	98.8%
55					X	97.7%
54					X	96.5%
53					X	93.6%
52					X	91.8%
51					X	88.9%
50				X		86.0%
49				X		83.0% }PACE ---85PCT
48				X		77.8% }PACE
47				X		70.8% }PACE
46			X			63.2% }PACE
45			X			56.1% }PACE
44		X				43.3% }PACE ---MEAN
43		X				35.7% }PACE
42		X				25.1% }PACE
41	X					21.1% }PACE
40	X					15.8% }PACE
39	X					9.4% ---15PCT
38	X					7.0%
37	X					5.3%
36	X					4.1%
35	X					4.1%
34	X					1.8%
33	X					1.2%
32	X					0.6%
31	X					0.6%
30	X					0.6%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH
LOWER LIMIT 10 MPH PACE: 40 MPH
PERCENT OVER PACE: 17.0 %
PERCENT IN PACE: 73.7 %
PERCENT UNDER PACE: 9.4 %
85th PERCENTILE SPEED: 49.7 MPH
MEDIAN SPEED: 44.5 MPH
15th PERCENTILE SPEED: 39.9 MPH

PDV 2020-52

HARTZOG AND CRABELL INC.
Consulting Traffic Engineers
11551 Kahn Blvd., Suite 100
San Diego, CA 92121
(619) 441-9222

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS

STREET: PASO DE VALENCIA

LOCATION: ALICIA PUNKY TO LA PAZ RD

WEATHER: SUNNY

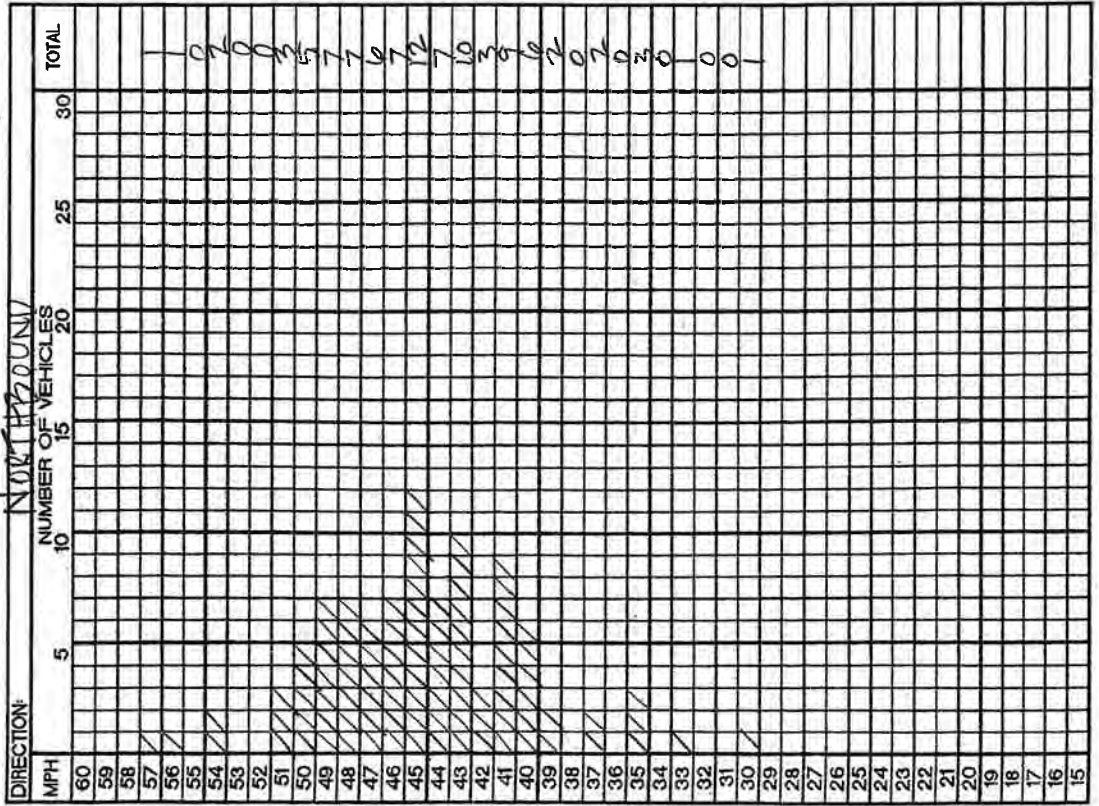
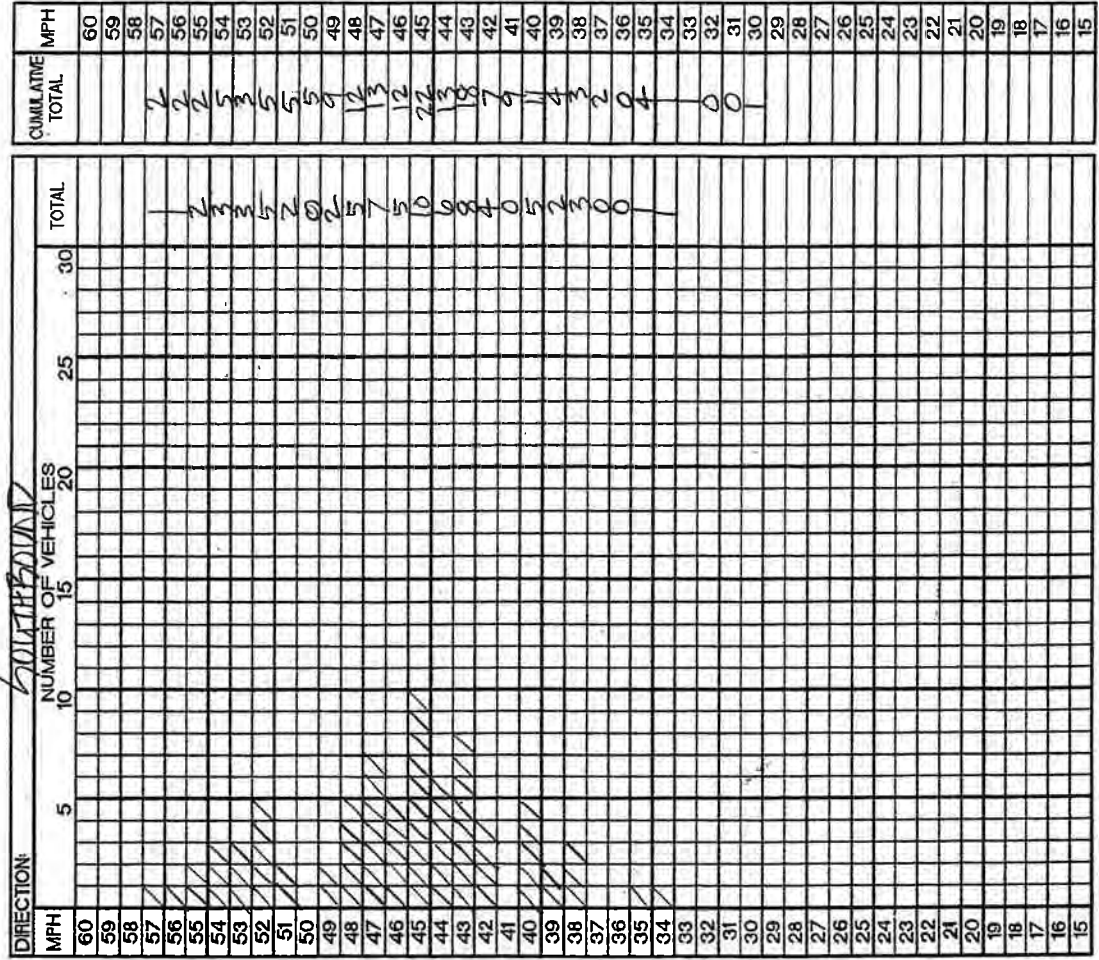
DATE: 02-05-2020

ROAD CONDITION: DRY

START TIME: 1:30 PM

OBSERVER: CATHY BUENDIA

END TIME: 2:00 PM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

3.4.a

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



PASEO DE VALENCIA

LA PAZ RD TO CABOT RD

DATE: 2/5/2020

SURVEY BY: C. BUENDIA

TIME: 2:00 PM - 2:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF FIRENZE
DATE OF SURVEY	2/5/2020
85th PERCENTILE	46.9 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	77.2 %
POSTED SPEED LIMIT	45 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	5,800
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LA PAZ / CABOT
CROSSWALKS	AT LA PAZ (sch) / CABOT
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTME ENTIRE BLOCK
OTHER	BIKE ROUTE / BUS STOPS HEAVY ON-STREET PARKING (NB) NEAR SCH AT LA PAZ

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.60
VERTICAL CURVE	SLIGHT-GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	DBL YELLOW PAINTED ISLAND VERY NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL** / BUSINESS (at PDV)
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RECOMMENDED SPEED LIMIT	45 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended speed of 45 mph is within 1.9 mph of the 85th percentile speed and meets CVC standards.

** RESIDENTIAL (non-fronting to roadway, separated by brick walls or landscaped hillsides)

File: PDV 2020-53

* 25 MPH When Children Present, School Zone

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
PASEO DE VALENCIA
LA PAZ RD TO CABOT RD
DATE: 2/5/2020
SURVEY BY:
C. BUENDIA
TIME: 2:00 PM - 2:30 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	99.4%
55					X	99.4%
54					X	98.7%
53					X	98.7%
52					X	98.1%
51					X	97.5%
50					X	97.5%
49					X	93.7% }PACE
48					X	90.5% }PACE
47					X	86.1% }PACE
46				X		75.3% }PACE ---85PCT
45			X			67.1% }PACE
44			X			53.2% }PACE
43		X				42.4% }PACE ---MEAN
42		X				35.4% }PACE
41		X				29.1% }PACE
40	X					22.8% }PACE
39	X					16.5%
38	X					13.9% ---15PCT
37	X					11.4%
36	X					8.9%
35	X					7.6%
34	X					4.4%
33	X					3.2%
32	X					1.9%
31	X					1.3%
30	X					0.6%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH

LOWER LIMIT 10 MPH PACE: 40 MPH

PERCENT OVER PACE: 6.3 %

PERCENT IN PACE: 77.2 %

PERCENT UNDER PACE: 16.5 %

85th PERCENTILE SPEED: 46.9 MPH

MEDIAN SPEED: 43.7 MPH

15th PERCENTILE SPEED: 38.4 MPH

PDV 2020-53

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
117502 Leona Blvd., Suite 122 Tustin CA 92680
(714) 731-9655

AGENCY: CITY OF LAGUNA HILLS

STREET: 750 DE VALENCIA

LOCATION: LA 1A2 RD TO CAPST RD

WEATHER: SUNNY

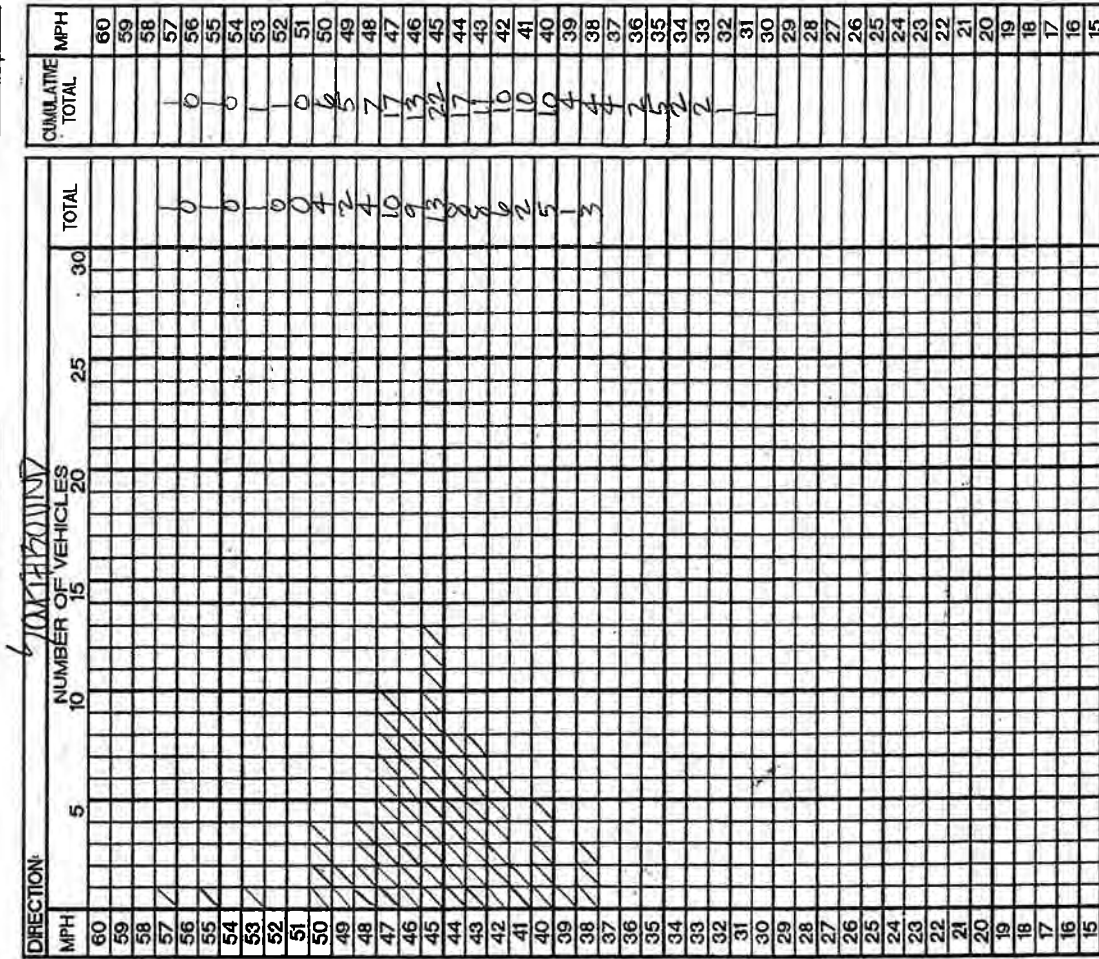
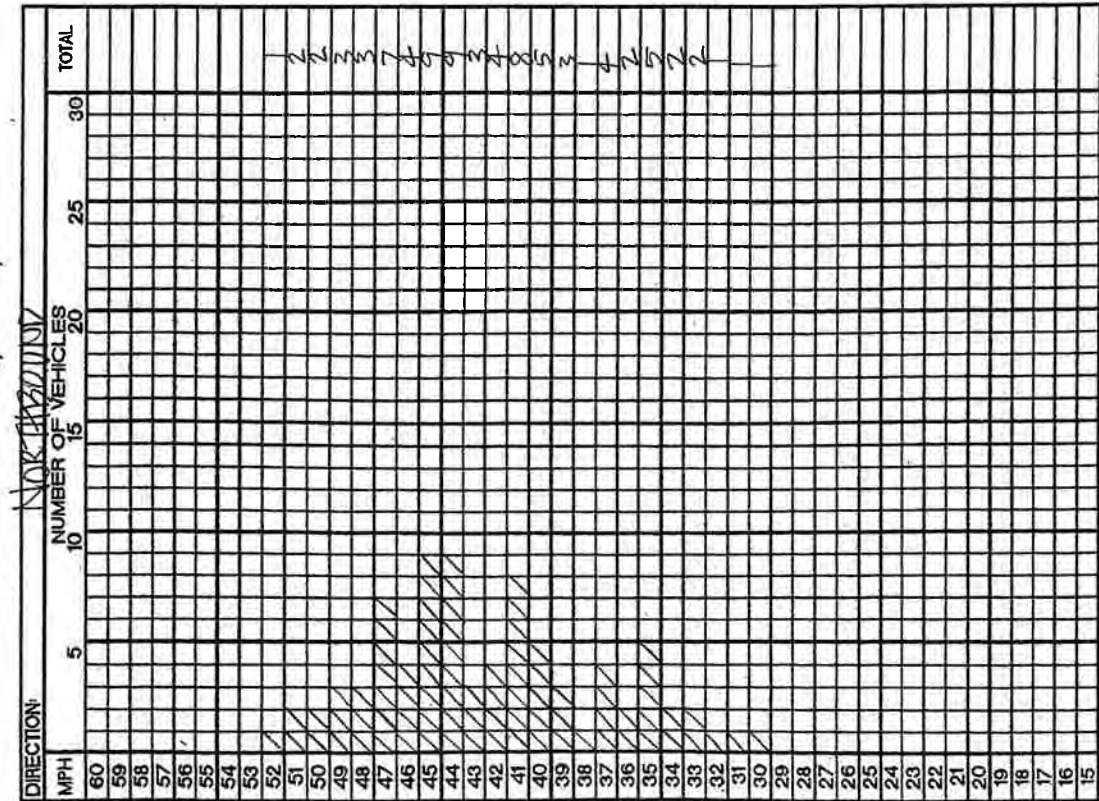
ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 62-05-2020

START TIME: 2:00 PM

END TIME: 2:30 PM V142



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE
SPEED: _____

CRITICAL
SPEED: _____

PACE
SPEED: _____

PACE
SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**RAPID FALLS ROAD****CABOT RD TO LOST TRAIL DR**

DATE: 1/7/2020
 TIME: 10:00 AM - 11:00 AM

SURVEY BY: C. BUENDIA
 CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF LOST TRAIL
DATE OF SURVEY	1/7/2020
85th PERCENTILE	31.8 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	84.3 %
POSTED SPEED LIMIT	25 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,800
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CABOT, STOP - LOST TRAIL
CROSSWALKS	AT CABOT
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO PARKING ANYTIME ENTIRE BLOCK
OTHER	AREAS OF PARKING WITH PERMIT (WB)

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.37
VERTICAL CURVE	GRADUAL-MODERATE UPHILL GRADES (WB)
HORIZONTAL CURVE	GRADUAL-MODERATE "C" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES (many)
STREET LIGHTING	YES
OTHER	EQUESTRIAN TRAILS (EB) DBL YELLOW CENTERLINE & RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (F)
-------------------	-----------------

RECOMMENDED SPEED LIMIT	25 MPH
-------------------------	--------

SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:

This section of Rapid Falls Road is a two lane roadway. The speed study results show an 85th percentile speed of 31.8 mph and a 10 mph pace range of 25 to 34 mph. With the area consisting of the majority of residential, with many driveways fronting the roadway, a neighborhood park, moderate roadway curves and grades, and several areas of limited sight distance, with the residential nature of the area, it is recommended that the existing 25 mph be maintained.

NF = (non-fronting to roadway, separated by brick walls or landscaped hillsides)

F = Fronting to roadway

File: Rapid Falls 2020-54

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
RAPID FALLS ROAD
CABOT RD TO LOST TRAIL DR
DATE: 1/7/2020
SURVEY BY:
C. BUENDIA
TIME: 10:00 AM - 11:00 AM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	100.0%
36					X	100.0%
35					X	99.1%
34					X	95.7% }PACE
33					X	90.4% }PACE
32					X	87.0% }PACE
31				X		77.4% }PACE ---85PCT
30				X		66.1% }PACE
29			X			53.9% }PACE
28			X			45.2% }PACE ---MEAN
27		X				34.8% }PACE
26	X					23.5% }PACE
25						17.4% }PACE
24	X					11.3% ---15PCT
23	X					8.7%
22	X					7.8%
21	X					5.2%
20	X					2.6%
19	X					0.9%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH
 LOWER LIMIT 10 MPH PACE: 25 MPH
 PERCENT OVER PACE: 4.3 %
 PERCENT IN PACE: 84.3 %
 PERCENT UNDER PACE: 11.3 %

85th PERCENTILE SPEED: 31.8 MPH
 MEDIAN SPEED: 28.6 MPH
 15th PERCENTILE SPEED: 24.6 MPH

Rapid Falls 2020-54

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 17897 John Rd., Suite 132, John CA 92650
 (714) 931-9955

AGENCY: CITY OF LAGUNA DATE: 01-07-2020
 STREET: RAPID FALLS ROAD START TIME: 10:00 AM
 LOCATION: CABOT RD TO LOST TRAIL DR END TIME: 11:00 AM
 WEATHER: SUNNY
 ROAD CONDITION: DRY
 OBSERVER: CATHY BUENDIA

DIRECTION: <u>WESTBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
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21						
20						
19						
18						
17						
16						
15						

DIRECTION: <u>EASTBOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
46						
45						
44						
43						
42						
41						
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26						
25						
24						
23						
22						
21						
20						
19						
18						
17						
16						
15						

AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**RIDGE ROUTE DRIVE****AVD DE LA CARLOTA TO MOULTON PKWY**

DATE: 1/15/2020

SURVEY BY: C. BUENDIA

TIME: 12:45 PM - 1:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MOULTON
DATE OF SURVEY	1/15/2020
85th PERCENTILE	45.7 MPH
10 MPH PACE	37 - 46 MPH
PERCENT IN PACE	80.5 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	8
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.18 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	7,900
LANE CONFIGURATION	1-2 LANE PER DIRECTION (2 lanes near Carlota)
TRAFFIC CONTROLS	SIGNAL - AVENIDA DE LA CARLOTA / PERALTA / MOULTON
CROSSWALKS	AT AVENIDA DE LA CARLOTA / PERALTA / MOULTON
PEDESTRIAN/BICYCLES	FEW / FEW
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTME ENTIRE BLOCK
OTHER	

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.94
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "C" CURVE (near Avd Carlota)
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	DBL YELLOW CENTERLINE

ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL / BUSINESS / DOG PARK
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended speed of 45 mph is within 0.7 mph of the 85th percentile speed and meets CVC standards.	

NF = Non-fronting

File: Ridge Route 2020-55

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
RIDGE ROUTE DRIVE
AVD DE LA CARLOTA TO MOULTON PKWY
DATE: 1/15/2020
SURVEY BY:
C. BUENDIA
TIME: 12:45 PM - 1:15 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	99.4%
51					X	98.1%
50					X	96.9%
49					X	95.0%
48					X	94.3%
47					X	91.2%
46				X		85.5% }PACE
45				X		83.6% }PACE ---85PCT
44			X	X		74.2% }PACE
43			X			66.7% }PACE
42			X			59.7% }PACE
41			X			49.7% }PACE ---MEAN
40		X				36.5% }PACE
39		X				26.4% }PACE
38		X				18.2% }PACE
37	X					11.3% }PACE ---15PCT
36	X					5.0%
35	X					3.1%
34	X					1.3%
33	X					0.6%
32	X					0.6%
31	X					0.0%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 46 MPH
 LOWER LIMIT 10 MPH PACE: 37 MPH
 PERCENT OVER PACE: 16.4 %
 PERCENT IN PACE: 80.5 %
 PERCENT UNDER PACE: 5.0 %

85th PERCENTILE SPEED: 45.7 MPH
 MEDIAN SPEED: 41.0 MPH
 15th PERCENTILE SPEED: 37.5 MPH

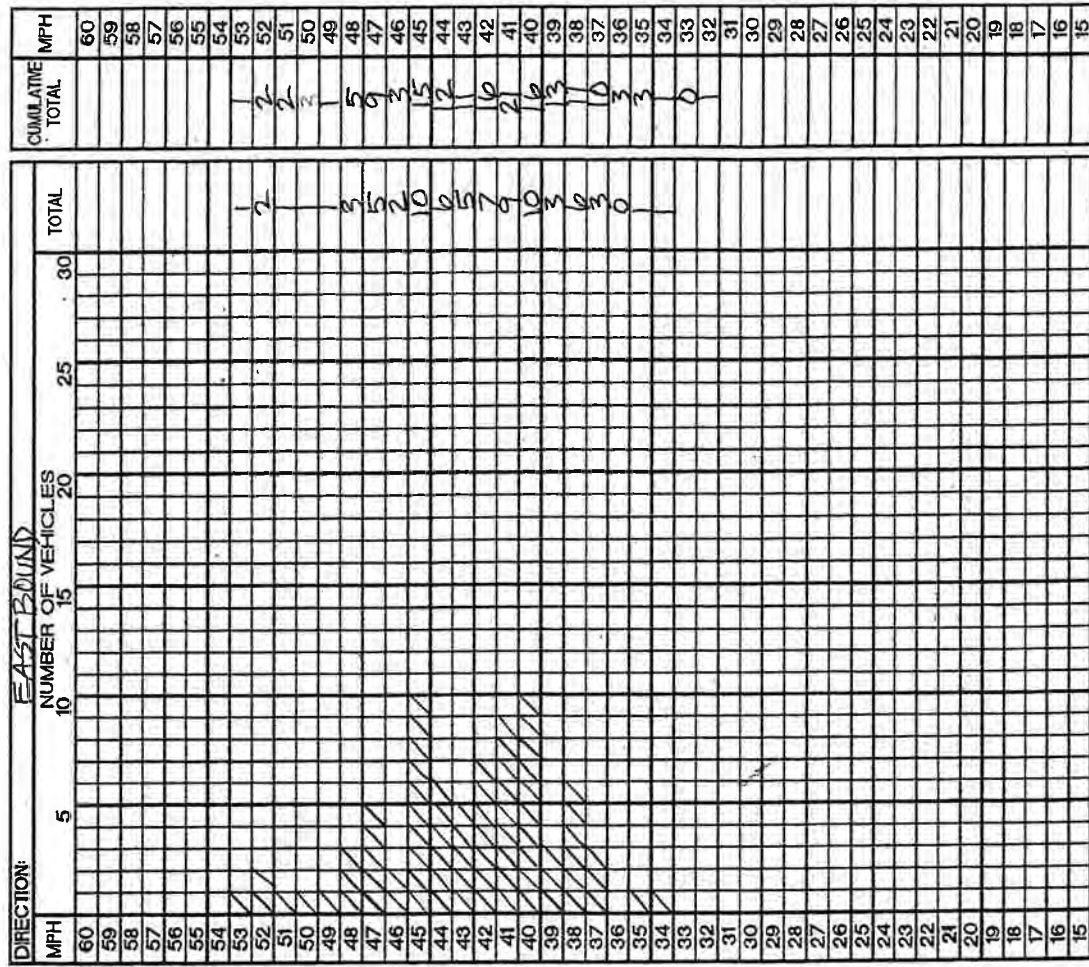
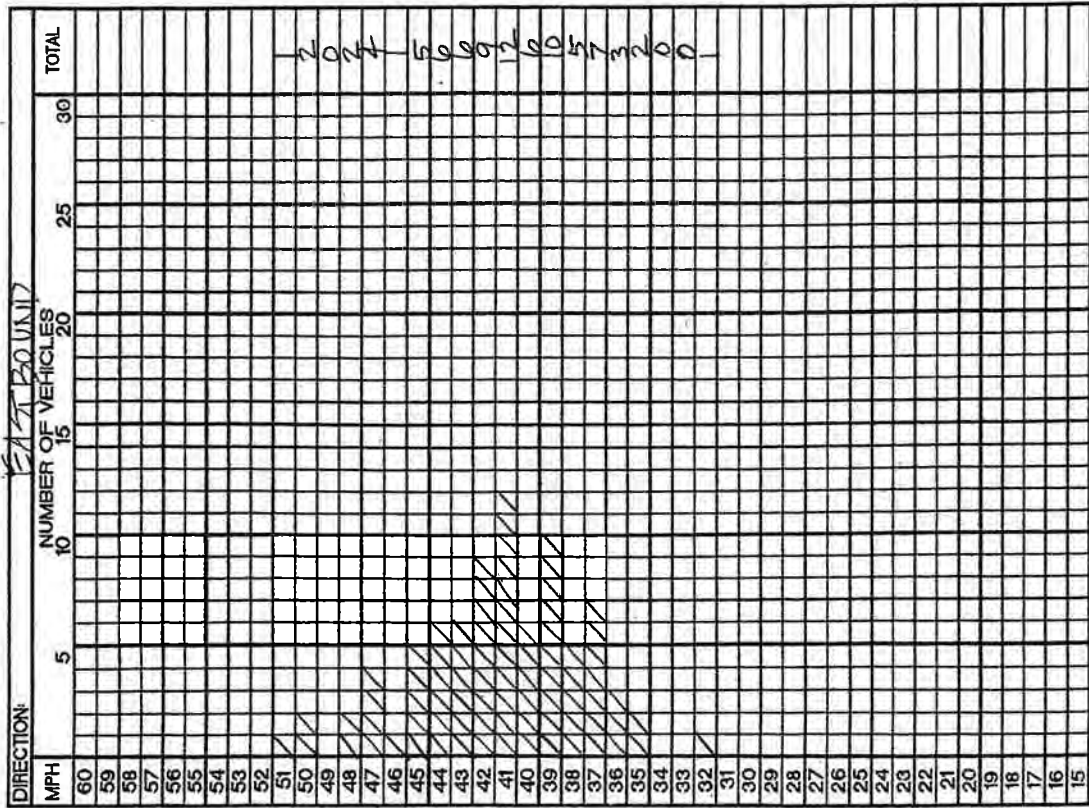
Ridge Route 2020-55

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 11221 John Rd., Suite 121, Torrance, CA 90503
 (310) 781-9455

AGENCY: CITY OF LAGUNA HILLS
 STREET: RISE ROUTE DRIVE
 LOCATION: AVENIDA DE LA CARLOTA TO MOUNTAIN PERRY

WEATHER: SUNNY DATE: 01-15-2020
 ROAD CONDITION: DRY START TIME: 12:45 PM
 OBSERVER: CATHY BUENDIA END TIME: 1:15 PM VLM



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**RIDGE ROUTE DRIVE****MOULTON PKWY TO SANTA VITTORIA**

DATE: 1/15/2020

SURVEY BY: C. BUENDIA

TIME: 1:15 PM - 2:00 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF MILL CREEK
DATE OF SURVEY	1/15/2020
85th PERCENTILE	46.1 MPH
10 MPH PACE	37 - 46 MPH
PERCENT IN PACE	65.8 %
POSTED SPEED LIMIT	45 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	5
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.42 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	4,100
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON, STOP - SANTA VITTORIA
CROSSWALKS	AT MOULTON / SANTA VITTORIA
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME ENTIRE BLOCK
OTHER	SMALL SECTION OF SEGMENT OVERLAPS WITH THE CITY OF LAGUNA WOODS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.80
VERTICAL CURVE	MODERATE UP-DOWNHILL GRADES
HORIZONTAL CURVE	SLIGHT "S" CURVE
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	FAIR
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	DBL YELLOW PAINTED ISLAND WIDE ROADWAY
ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL (at Moulton)
RECOMMENDED SPEED LIMIT	45 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended speed of 45 mph is within 1.1 mph of the 85th percentile speed and meets CVC standards.	

NF = Non-fronting to roadway

File: Ridge Route 2020-56

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
RIDGE ROUTE DRIVE
MOULTON PKWY TO SANTA VITTORIA
DATE: 1/15/2020
SURVEY BY:
C. BUENDIA
TIME: 1:15 PM - 2:00 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	98.6%
50					X	98.6%
49						96.6%
48					X	93.8%
47					X	90.4%
46				X		84.2% } PACE ---85PCT
45				X		80.1% } PACE
44				X		73.3% } PACE
43			X			69.2% } PACE
42			X			61.0% } PACE
41			X			54.8% } PACE
40			X			47.3% } PACE ---MEAN
39		X				37.7% } PACE
38		X				30.8% } PACE
37		X				27.4% } PACE
36	X					18.5% ---15PCT
35	X					14.4%
34	X					8.9%
33	X					7.5%
32	X					4.8%
31	X					2.1%
30	X					1.4%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 46 MPH

LOWER LIMIT 10 MPH PACE: 37 MPH

PERCENT OVER PACE: 19.9 %

PERCENT IN PACE: 65.8 %

PERCENT UNDER PACE: 18.5 %

85th PERCENTILE SPEED: 46.1 MPH

MEDIAN SPEED: 40.4 MPH

15th PERCENTILE SPEED: 35.2 MPH

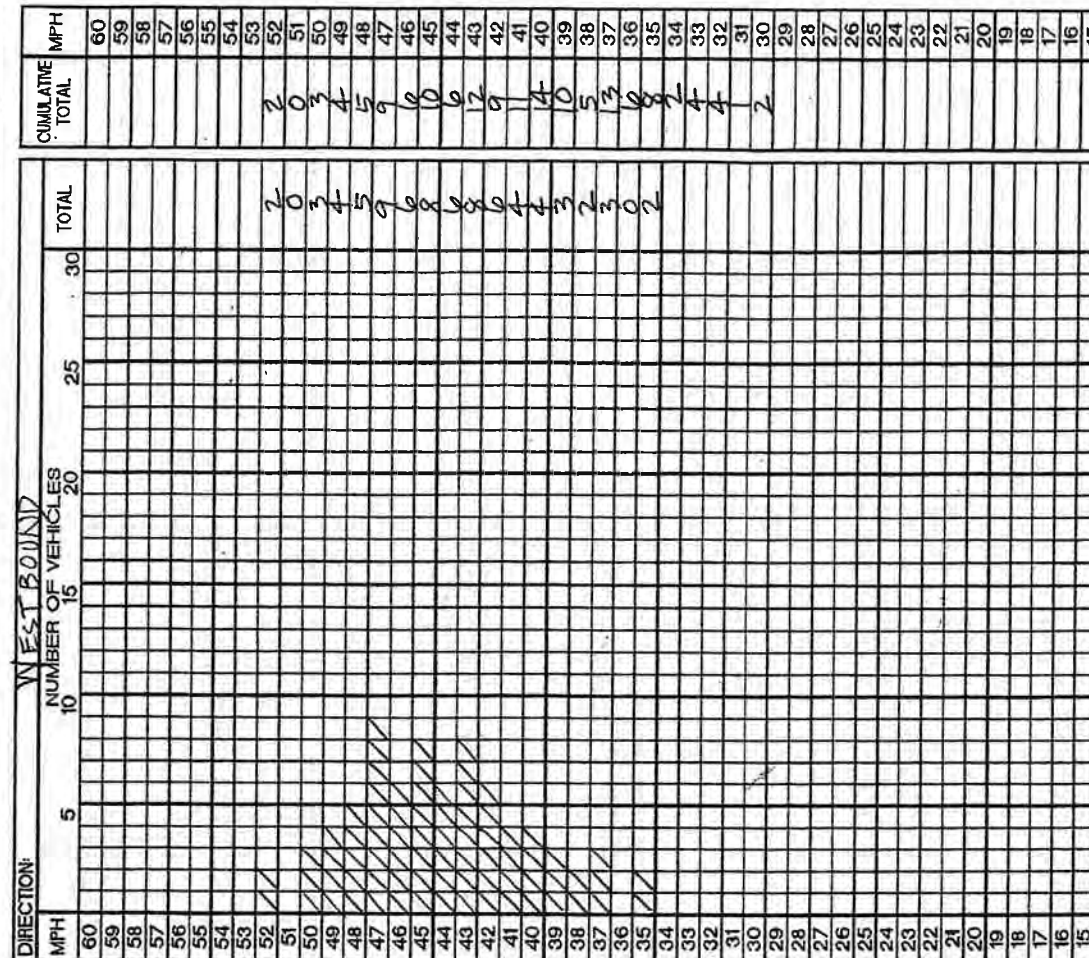
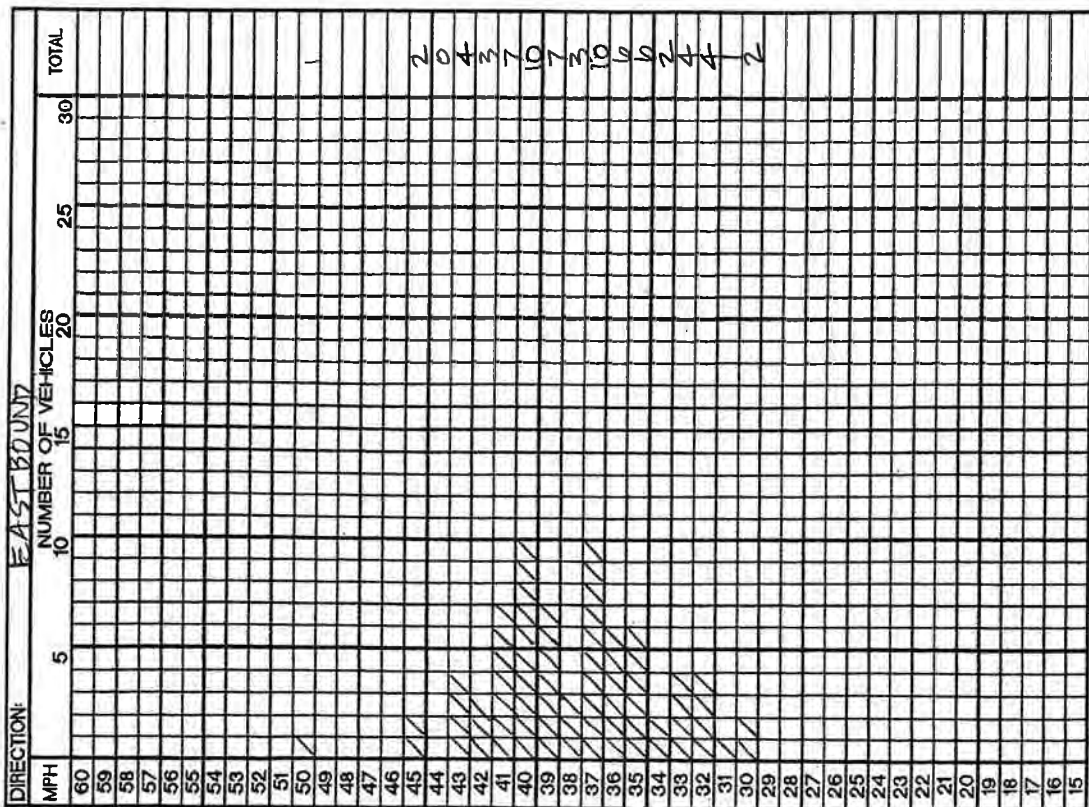
Ridge Route 2020-56

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL, INC.
Consulting Traffic Engineers
 11551 Kahn Blvd., Suite 121, Tustin, CA 92680
 (714) 731-9005

AGENCY: CITY OF LAGUNA HILLS
 STREET: RIDGE ROUTE DRIVE
 LOCATION: MOULTON PKWY TO SANTA VICTORIA DR

WEATHER: SUNNY DATE: 01-15-2020
 ROAD CONDITION: DRY START TIME: 1:15 PM
 OBSERVER: CATHY BUENDIA END TIME: 2:00 PM VKL



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**SAN REMO DRIVE****SANTA VITTORIA DR TO SANTA MARIA AVE**

DATE: 1/21/2020
 TIME: 11:30 AM - 12:30 PM

SURVEY BY: C. BUENDIA
 CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF PALERMA
DATE OF SURVEY	1/21/2020
85th PERCENTILE	31.5 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	93.6 %
POSTED SPEED LIMIT	30 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	1,100
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - SANTA MARIA / SANTA VITTORIA
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO STOPPING ANYTME
OTHER	BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.59
VERTICAL CURVE	CONSTANT MODERATE UPHILL GRADES (NB)
HORIZONTAL CURVE	MODERATE - SHARP "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (poor)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	SINGLE YELLOW CENTERLINE NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / NEIGHBORHOOD PARK
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RECOMMENDED SPEED LIMIT	30 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended speed of 30 mph is within 1.5 mph of the 85th percentile speed and meets CVC standards.	

NF = Non-fronting to roadway

File: San Remo 2020-57

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
SAN REMO DRIVE
SANTA VITTORIA DR TO SANTA MARIA AVE
DATE: 1/21/2020
SURVEY BY:
C. BUENDIA
TIME: 11:30 AM - 12:30 PM
CHECKED BY:
JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	100.0%
37					X	99.2%
36					X	99.2%
35					X	97.6%
34					X	96.0% }PACE
33					X	93.6% }PACE
32				X		88.0% }PACE
31				X		81.6% }PACE ---85PCT
30				X		73.6% }PACE
29			X			59.2% }PACE
28		X				47.2% }PACE ---MEAN
27		X				32.8% }PACE
26	X					19.2% }PACE
25	X					11.2% }PACE ---15PCT
24	X					2.4%
23	X					0.8%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: 25 MPH

PERCENT OVER PACE: 4.0 %

PERCENT IN PACE: 93.6 %

PERCENT UNDER PACE: 2.4 %

85th PERCENTILE SPEED: 31.5 MPH

MEDIAN SPEED: 28.2 MPH

15th PERCENTILE SPEED: 25.5 MPH

San Remo 2020-57

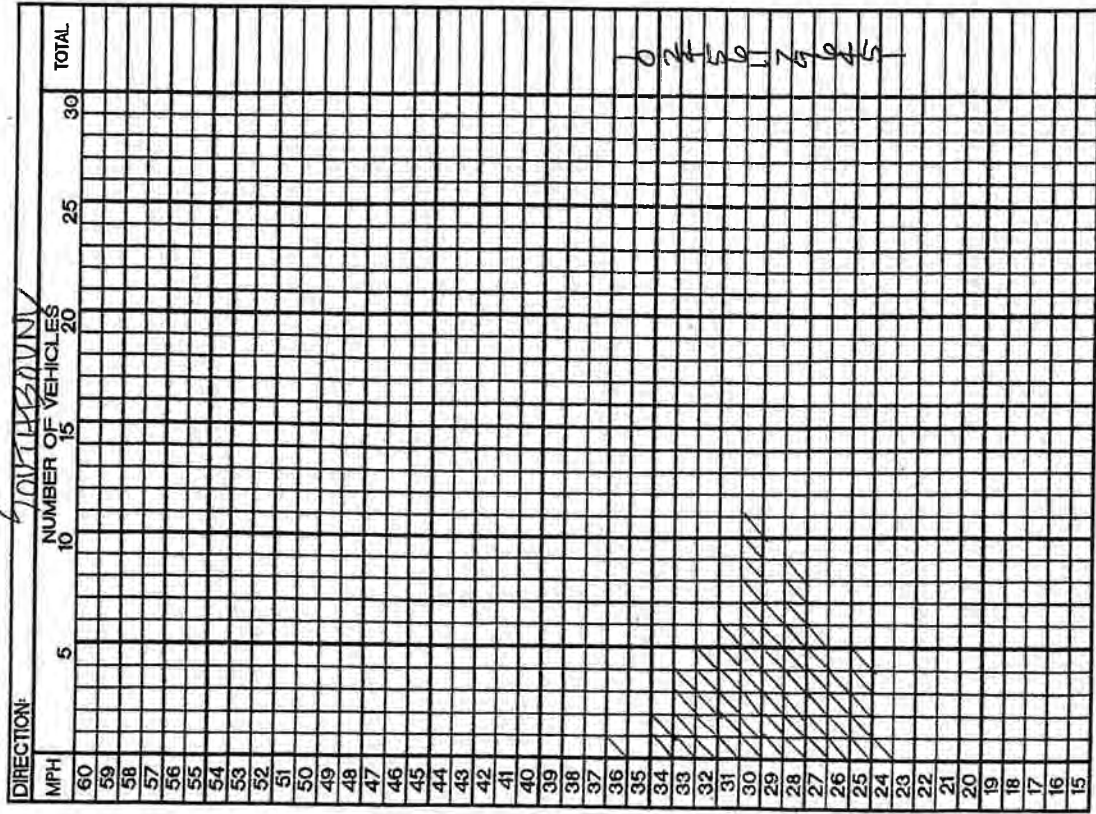
Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
Consulting Traffic Engineers
11993 John Rd., Suite 121, Folsom, CA 95630
(916) 731-1455

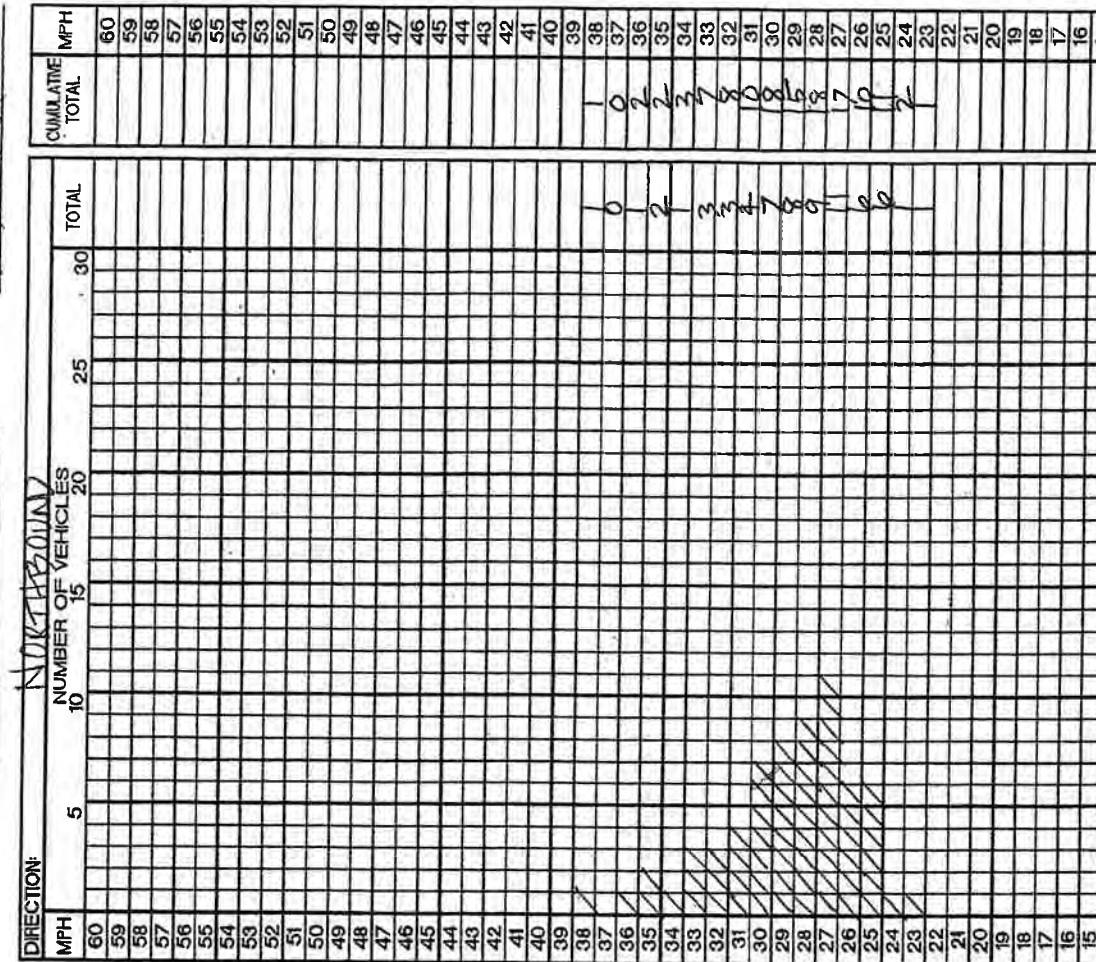
AGENCY: CITY OF LAGUNA HILLS
STREET: SAN REMO DRIVE
LOCATION: SANTA VICTORIA DR TO SANTA MARIA AVE

WEATHER: SUNNY
ROAD CONDITION: DRY
OBSERVER: CATHY BUENDIA

DATE: 01-21-2020
START TIME: 11:30 AM
END TIME: 12:30 PM 1 ML



AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



SANTA MARIA AVENUE

SAN REMO DR TO SANTA VITTORIA DR

DATE: 1/21/2020

SURVEY BY: C. BUENDIA

TIME: 10:30 AM - 11:15 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF SAN REMO
DATE OF SURVEY	1/21/2020
85th PERCENTILE	41.8 MPH
10 MPH PACE	32 - 41 MPH
PERCENT IN PACE	77.3 %
POSTED SPEED LIMIT	40 MPH / 25 MPH*

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	5,600
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	STOP - VIA VISTA
CROSSWALKS	AT VIA VISTA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	NO
ON-STREET PARKING	PARTIAL
OTHER	BUS STOPS
	NO PARKING ENTIRE BLOCK

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.71
VERTICAL CURVE	SLIGHT UP-DOWNHILL GRADES
HORIZONTAL CURVE	MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (poor)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	DBL YELLOW CENTERLINE & RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (F+NF) / ELEM SCHOOL / PARK / COMMERCIAL (at Moulton)
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended 40 mph speed limit is within 1.8 mph of the 85th percentile speed and meets CVC standards.

* 25 MPH When Children Present, School Zone
F+NF = Fronting + Non-fronting

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
SANTA MARIA AVENUE
DATE: 1/21/2020
TIME: 10:30 AM - 11:15 AM
SAN REMO DR TO SANTA VITTORIA DR
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	98.9%
47					X	98.3%
46					X	97.8%
45					X	96.7%
44					X	93.9%
43					X	89.5%
42					X	85.6%
41					X	82.9% }PACE ---85PCT
40				X		74.6% }PACE
39			X			62.4% }PACE
38			X			55.2% }PACE
37			X			45.3% }PACE ---MEAN
36		X				34.8% }PACE
35		X				30.9% }PACE
34		X				22.1% }PACE
33		X				16.6% }PACE
32	X					8.8% }PACE ---15PCT
31	X					5.5%
30	X					2.8%
29	X					1.1%
28	X					0.6%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 41 MPH

LOWER LIMIT 10 MPH PACE: 32 MPH

PERCENT OVER PACE: 17.1 %

PERCENT IN PACE: 77.3 %

PERCENT UNDER PACE: 5.5 %

85th PERCENTILE SPEED: 41.8 MPH

MEDIAN SPEED: 37.5 MPH

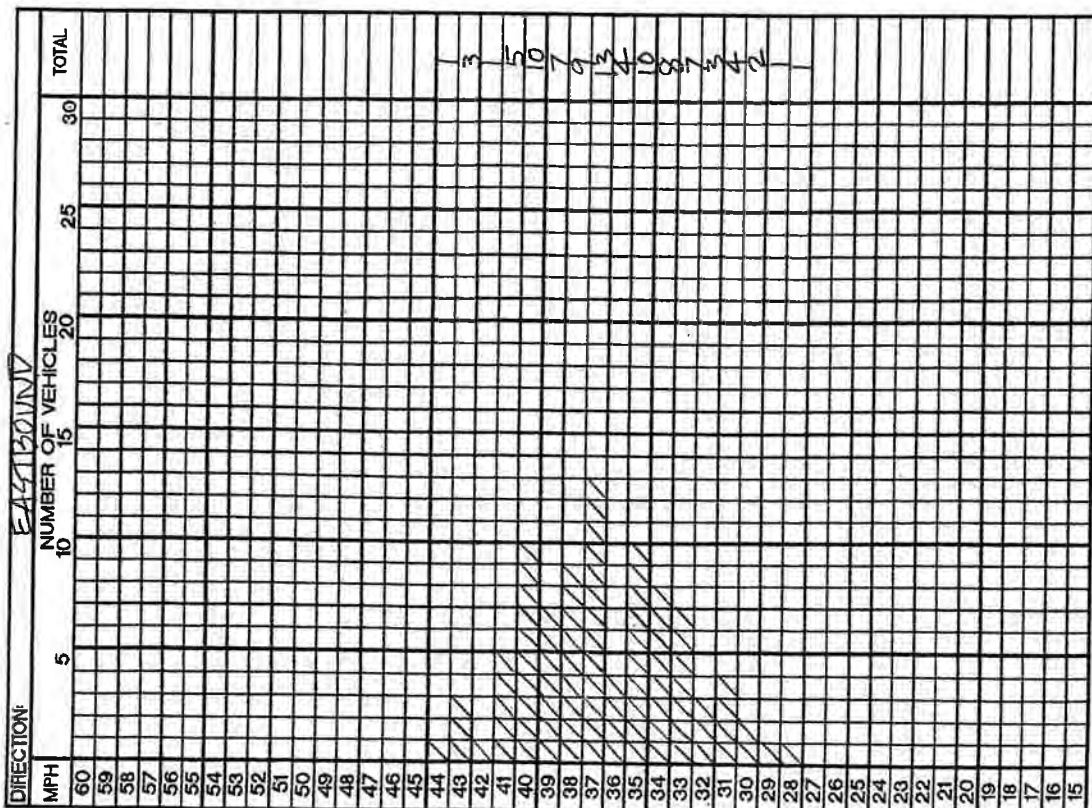
15th PERCENTILE SPEED: 32.8 MPH

Santa Maria 2020-58

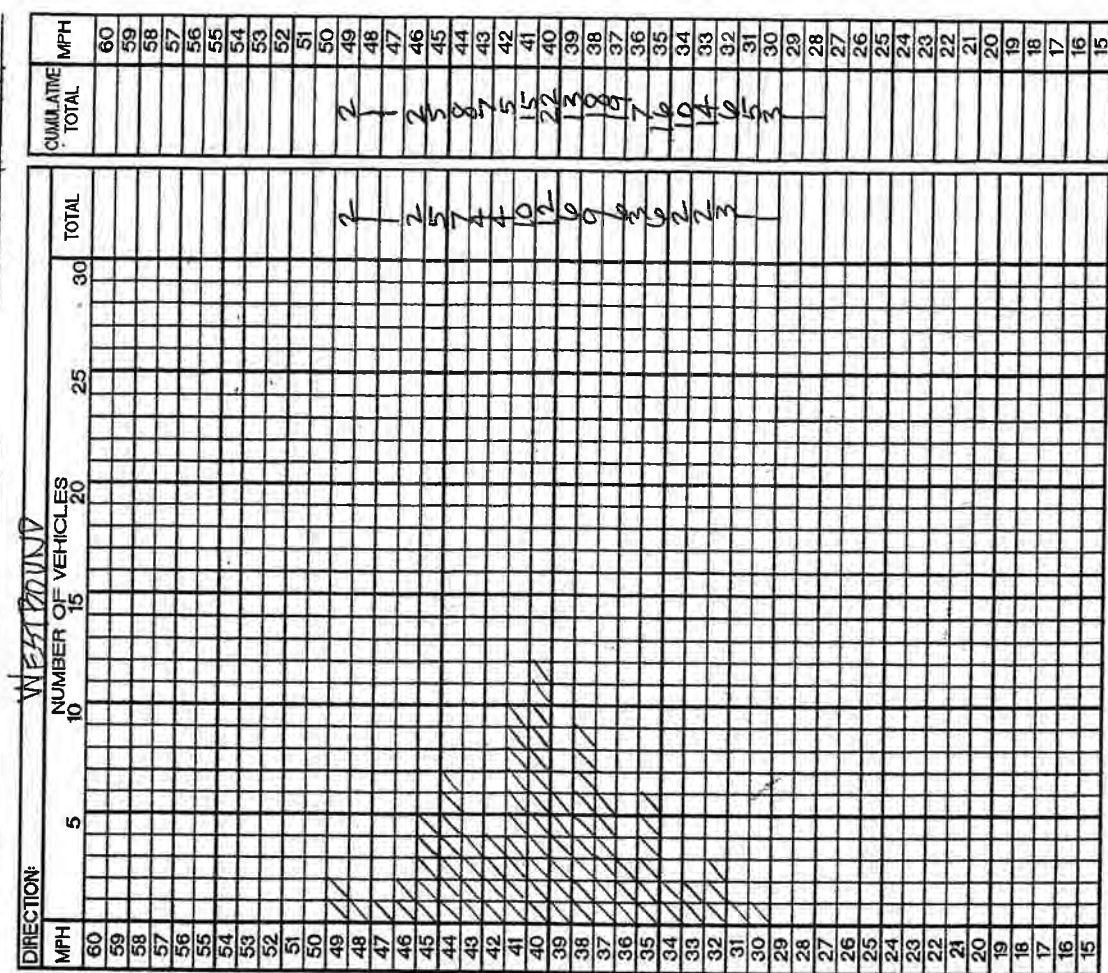
Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11991 Lark Road, Suite 121, Dallas, TX 75243
(214) 731-9455

AGENCY: CITY OF LAKEVIEW HILLS DATE: 01-21-2020
STREET: SANTA MARIA AVENUE ROAD CONDITION: DRY START TIME: 10:30 AM
LOCATION: SAN REMO DR. TO SANTA VICTORIA DR. OBSERVER: CATHY BUENDIA END TIME: 11:15 AM 1/16



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE TOTAL _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**SANTA VITTORIA DRIVE****LAKE FOREST DR TO RIDGE ROUTE DR**

DATE: 1/21/2020

SURVEY BY: C. BUENDIA

TIME: 1:40 PM - 2:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF AVE COPETE
DATE OF SURVEY	1/21/2020
85th PERCENTILE	32.3 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	88.7 %
POSTED SPEED LIMIT	30 MPH
	25 MPH Advisory at Curves
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	5
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	7,200
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - LAKE FOREST, STOP - RIDGE ROUTE
CROSSWALKS	AT LAKE FOREST / RIDGE ROUTE
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	PARTIAL
OTHER	AREAS OF NO STOPPING ANYTIME
	HEAVY ON-STREET PARKING (s/o Lake Forest)
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.65
VERTICAL CURVE	MODERATE UP-DOWNHILL GRADES
HORIZONTAL CURVE	MODERATE - SHARP "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (poor)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	PARTIAL DBL YELLOW CENTERLINE & RAISED MEDIAN ISLAND
	BUS STOPS
ADJACENT LAND USE	RESIDENTIAL (fronting with no direct driveway access)
RECOMMENDED SPEED LIMIT	30 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 30 mph speed limit is within 2.3 mph of the 85th percentile speed and meets CVC standards.	

File: Santa Vittoria 2020-59

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
SANTA VITTORIA DRIVE

DATE: 1/21/2020

TIME: 1:40 PM - 2:30 PM

LAKE FOREST DR TO RIDGE ROUTE DR

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	99.2%
38					X	98.4%
37					X	96.8%
36					X	96.0%
35					X	95.2%
34					X	93.5% }PACE
33					X	90.3% }PACE
32				X		83.1% }PACE ---85PCT
31				X		73.4% }PACE
30			X			59.7% }PACE
29			X			50.8% }PACE
28		X				34.7% }PACE ---MEAN
27		X				25.0% }PACE
26	X					14.5% }PACE ---15PCT
25	X					10.5% }PACE
24	X					4.8%
23	X					4.0%
22	X					2.4%
21	X					0.8%
20	X					0.8%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH
 LOWER LIMIT 10 MPH PACE: 25 MPH
 PERCENT OVER PACE: 6.5 %
 PERCENT IN PACE: 88.7 %
 PERCENT UNDER PACE: 4.8 %

85th PERCENTILE SPEED: 32.3 MPH
 MEDIAN SPEED: 29.0 MPH
 15th PERCENTILE SPEED: 26.0 MPH

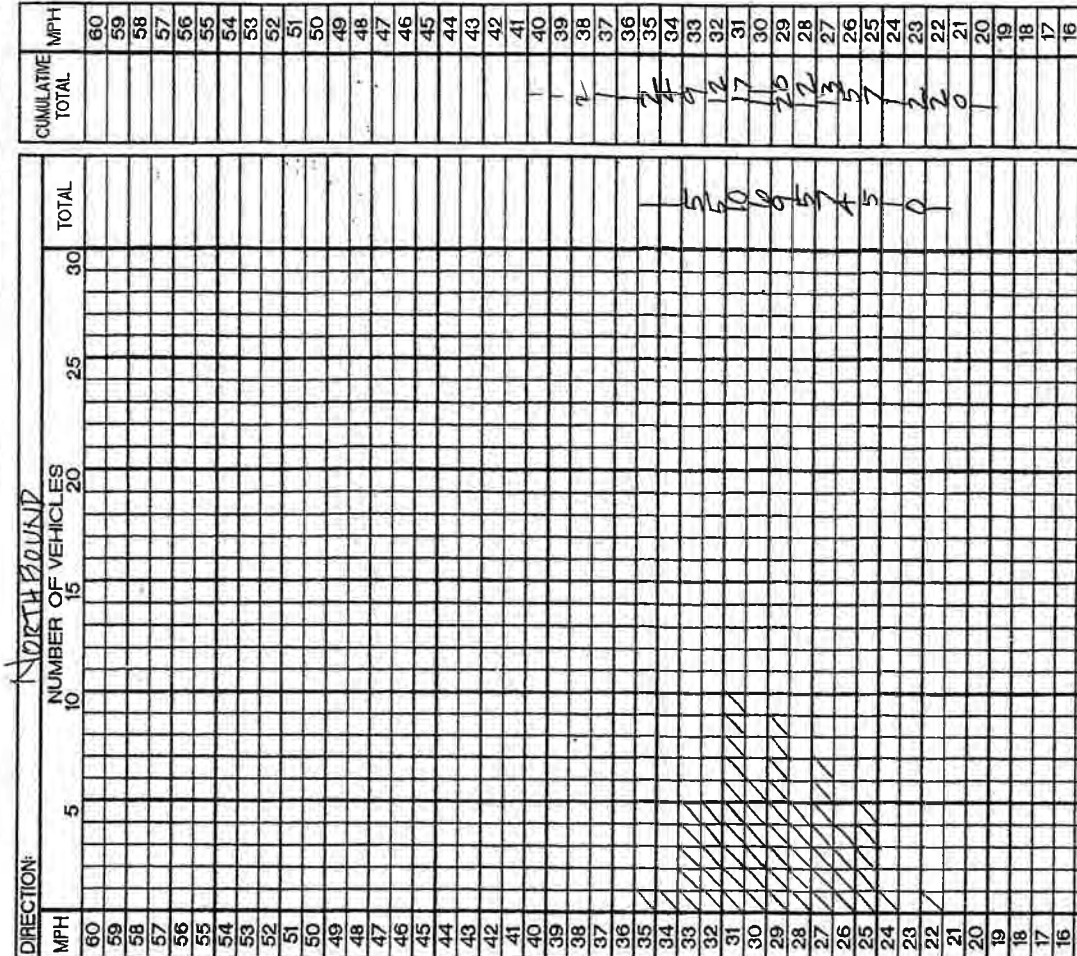
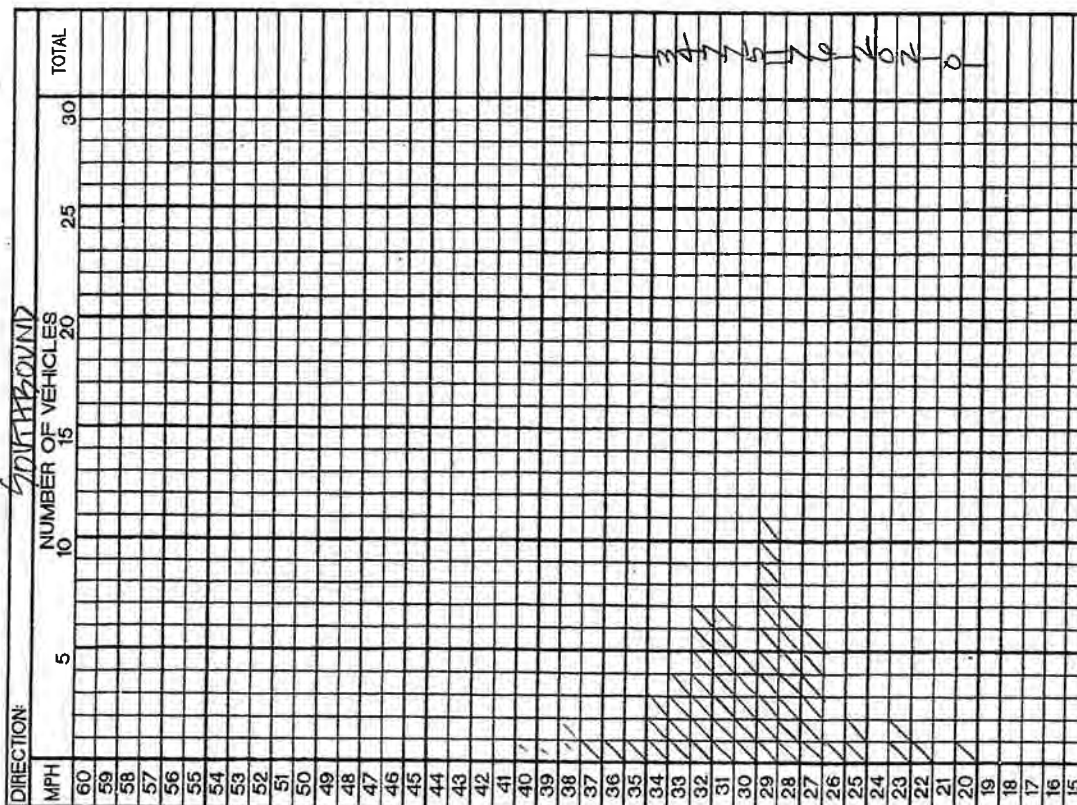
Santa Vittoria 2020-59

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.

AGENCY: CITY OF LAGUNA HILLS
 STREET: SANTA VITTORIA DRIVE
 LOCATION: LAKE FOREST DR. TO RIDGE ROUTE DR

WEATHER: SUNNY DATE: 01-21-2020
 ROAD CONDITION: DRY START TIME: 1:40 PM
 OBSERVER: CATHY BUENDIA END TIME: 2:30 PM VUB



AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ PACE SPEED: _____
 CRITICAL SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS

HCI**SANTA VITTORIA DRIVE****RIDGE ROUTE DR TO SANTA MARIA AVE**

DATE: 1/15/2020

SURVEY BY: C. BUENDIA

TIME: 2:10 PM - 3:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF AVD DEL SOL
DATE OF SURVEY	1/15/2020
85th PERCENTILE	34.9 MPH
10 MPH PACE	27 - 36 MPH
PERCENT IN PACE	88.2 %
POSTED SPEED LIMIT	30 MPH / 25 MPH*
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	3
ANNUAL ACCIDENT RATE	0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.96 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	2,300
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	STOP - SANTA MARIA / RIDGE ROUTE
CROSSWALKS	AT SANTA MARIA / RIDGE ROUTE
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	PARTIAL
OTHER	AREAS OF NO STOPPING ANYTIME HEAVY PARKING (near Barbera Elem Sch) at school release / BUS STOPS
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.62
VERTICAL CURVE	GRADUAL UP-DOWNHILL GRADES
HORIZONTAL CURVE	MODERATE - SHARP "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (poor)
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / NO
STREET LIGHTING	YES
OTHER	DBL YELLOW CENTERLINE AREAS OF NARROW ROADWAY
ADJACENT LAND USE	RESIDENTIAL (NF) / ELEM SCH
RECOMMENDED SPEED LIMIT	30 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 30 mph speed limit is within 4.9 mph of the 85th percentile speed and meets CVC standards.	

* 25 MPH When Children Present, School Zone
NF = Non-fronting to roadway

File: Santa Vittoria 2020-60

Attachment: Engineering & Traffic Survey for Speed Limits, April 2020 (2140 : City Wide Engineering and Traffic Survey for Speed Limits)

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
SANTA VITTORIA DRIVE

DATE: 1/15/2020

TIME: 2:10 PM - 3:15 PM

RIDGE ROUTE DR TO SANTA MARIA AVE

SURVEY BY: C. BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	99.2%
40					X	99.2%
39					X	99.2%
38					X	98.4%
37					X	95.3%
36					X	91.3%
35					X	85.8%
34					X	80.3%
33					X	74.8%
32					X	67.7%
31					X	58.3%
30					X	51.2%
29					X	33.1%
28					X	22.0%
27					X	9.4%
26					X	3.1%
25					X	0.8%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 36 MPH

LOWER LIMIT 10 MPH PACE: 27 MPH

PERCENT OVER PACE: 8.7 %

PERCENT IN PACE: 88.2 %

PERCENT UNDER PACE: 3.1 %

85th PERCENTILE SPEED: 34.9 MPH

MEDIAN SPEED: 29.9 MPH

15th PERCENTILE SPEED: 27.4 MPH

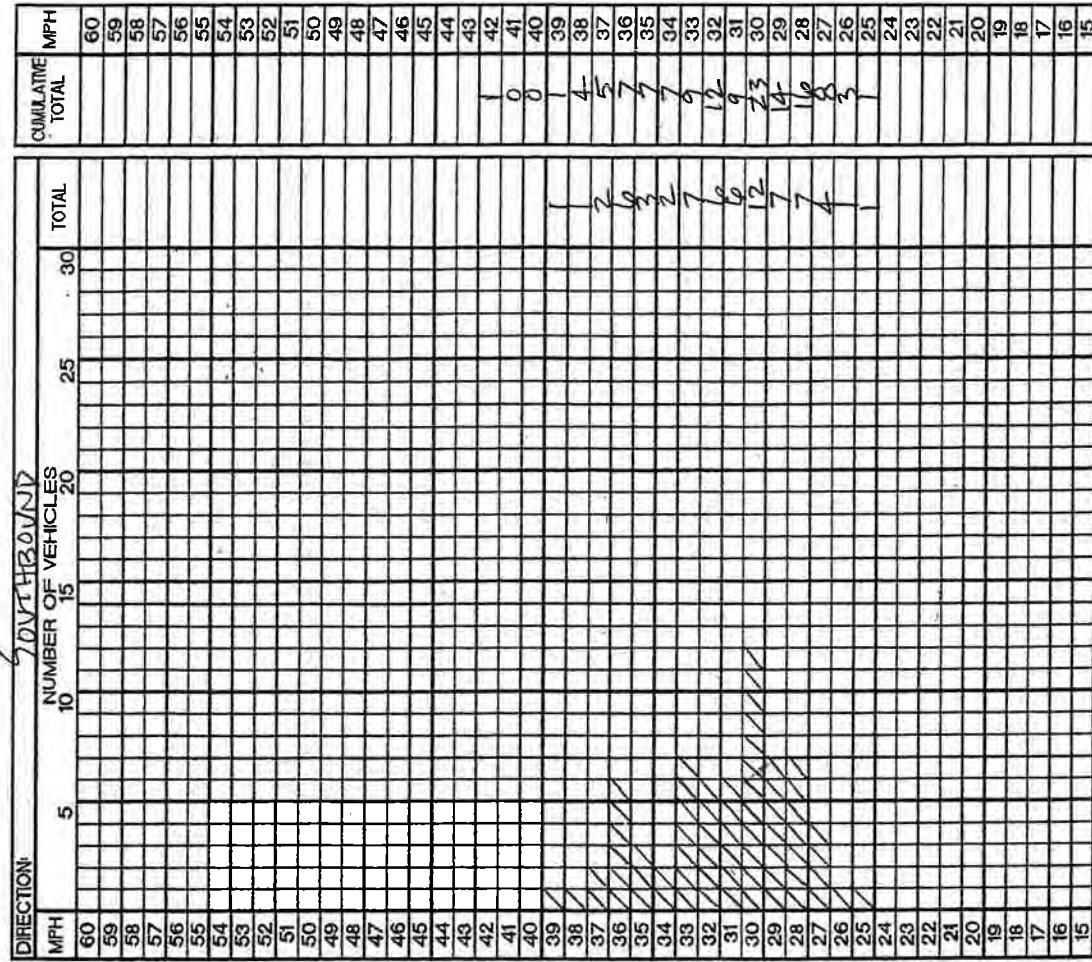
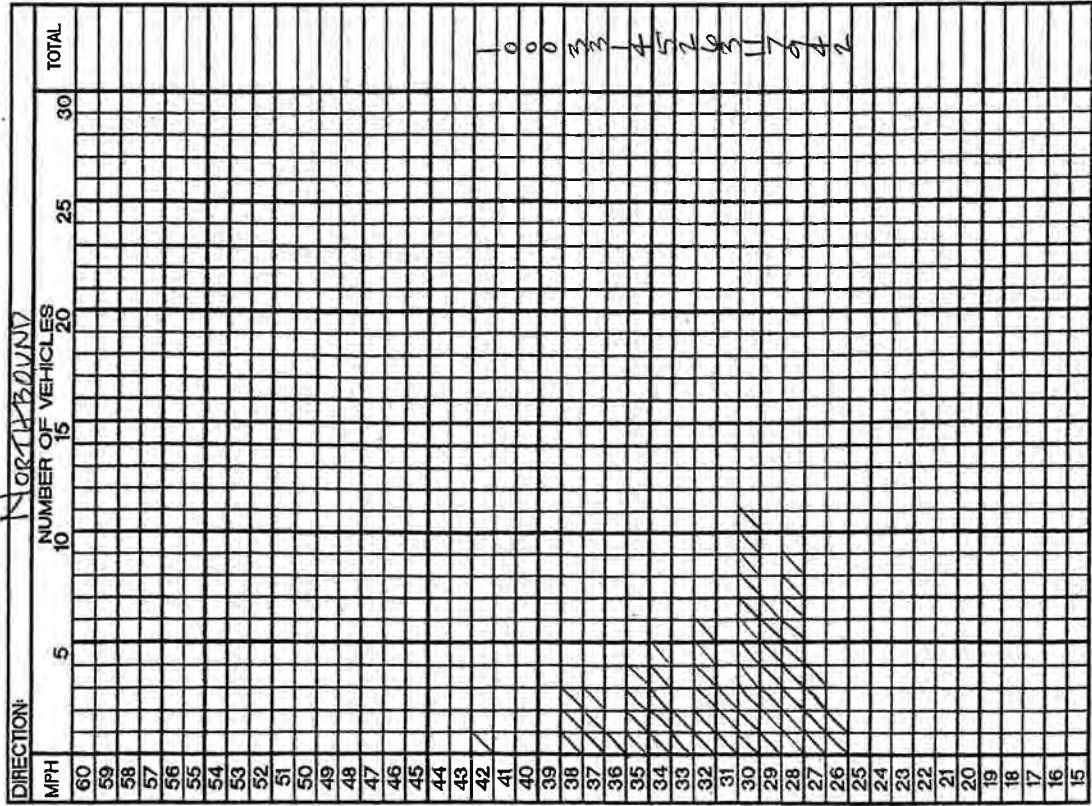
Santa Vittoria 2020-60

HARTZOG AND CRABELL INC.
Consulting Traffic Engineers
17001 Bala Blvd., Suite 100, Bala Cynwyd, PA 19004
(484) 881-9200

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS
STREET: SANTA VICTORIA DRIVE
LOCATION: RIDGE ROUTE DR TO SANTA MARIA AVE

WEATHER: SUNNY DATE: 01-15-2020
ROAD CONDITION: DRY START TIME: 2:10 PM
OBSERVER: CATHY BUENDIA END TIME: 3:15 PM



ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA HILLS



VISTA VIEJO ROAD

DEVONSHIRE RD TO EAST CITY LIMITS

DATE: 3/7/2020

SURVEY BY: C. BUENDIA

TIME: 2:00 PM - 2:45 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF BARSTONE
DATE OF SURVEY	3/7/2020
85th PERCENTILE	32.1 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	88.0 %
POSTED SPEED LIMIT	30 MPH
ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	1
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)
TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	3,200
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	NONE
CROSSWALKS	NONE
PEDESTRIAN/BICYCLES	FEW / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO
OTHER	NO STOPPING ANYTIME (e/o of Woodbluff)
ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.37
VERTICAL CURVE	CONSTANT MODERATE UPHILL GRADE (WB)
HORIZONTAL CURVE	SLIGHT - GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
OTHER	INTERMITENT SMALL RAISED MEDIAN ISLANDS
ADJACENT LAND USE	RESIDENTIAL (NF)
RECOMMENDED SPEED LIMIT	30 MPH
SPEED LIMIT CHANGE	NO CHANGE
JUSTIFICATION:	
The recommended 30 mph speed limit is within 2.1 mph of the 85th percentile speed and meets CVC standards.	

NF = Non-fronting

File: Vista Viejo 2020-61

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA HILLS
VISTA VIEJO ROAD
DATE: 3/7/2020
TIME: 2:00 PM - 2:45 PM
DEVONSHIRE RD TO EAST CITY LIMITS
SURVEY BY: C. BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	100.0%
41					X	100.0%
40					X	100.0%
39					X	100.0%
38					X	97.8%
37					X	97.8%
36					X	97.8%
35					X	93.5%
34					X	92.4%
33					X	89.1%
32					X	84.8%
31					X	77.2%
30					X	68.5%
29					X	55.4%
28					X	43.5%
27					X	30.4%
26					X	23.9%
25					X	16.3%
24					X	4.3%
23					X	3.3%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH
 LOWER LIMIT 10 MPH PACE: 25 MPH
 PERCENT OVER PACE: 7.6 %
 PERCENT IN PACE: 88.0 %
 PERCENT UNDER PACE: 4.3 %

85th PERCENTILE SPEED: 32.1 MPH
 MEDIAN SPEED: 28.5 MPH
 15th PERCENTILE SPEED: 24.9 MPH

Vista Viejo 2020-61

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA HILLS

STREET: VISTA VIEWS ROAD

LOCATION: DEVONSHIRE RD TO EAST CITY LIMITS

WEATHER: SUNNY

ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DATE: 03-07-2020

DATE: 2/2/2017
START TIME: 2:00 PM

END TIME: 2:45 PM VCR

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17502 Irvine Blvd., Suite 127 Tustin CA 92680
(714) 731-9455

3.4.a

APPENDIX B



16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration,
(IACP) International Association of Chiefs of Police.

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 8-29-19	Certification Number 74544																									
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (I-IV) IV	Directional radar ☐ Yes ☒ No	Same direction ☒ Yes ☐ No																						
		Counting unit S/N 040953	Antenna-1 S/N 026727	Antenna-2 S/N 033539																								
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 248728	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)																						
		High speed fork S/N 400111	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)																						
					25	2610																						
					55	5713																						
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	<table border="1"> <tr> <td rowspan="2">Stationary mode</td> <td>Fork speed (mph)</td> <td>25</td> <td>40</td> </tr> <tr> <td>Disp. Speed (mph)</td> <td>25</td> <td>40</td> </tr> <tr> <td rowspan="2">Moving mode Opposite Direction</td> <td>TARGET SPEED (Hi fork - Lo fork)</td> <td>Expected. (mph) 15</td> <td>Displayed. (mph) 15</td> </tr> <tr> <td>TARGET SPEED Hi fork + Lo fork</td> <td>Expected. (mph) 65</td> <td>Displayed. (mph) 65</td> </tr> <tr> <td rowspan="2">Moving mode Same Direction</td> <td>Hi fork - Lo fork</td> <td>15</td> <td>15</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>				Stationary mode	Fork speed (mph)	25	40	Disp. Speed (mph)	25	40	Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15	TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65	Moving mode Same Direction	Hi fork - Lo fork	15	15				PASS	FAIL
Stationary mode	Fork speed (mph)	25	40																									
	Disp. Speed (mph)	25	40																									
Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15																									
	TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65																									
Moving mode Same Direction	Hi fork - Lo fork	15	15																									
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.712	Antenna 2 Freq. GHz 34.713																								
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.712	Antenna 2 Freq. GHz 34.713																								
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.712	Antenna 2 Freq. GHz N/A 34.713																								
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .60	Antenna 2 Power (mW/cm) .61																								
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 8.2	LVA deactivates (V) 9.9																								
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☒ Yes ☐ No B. Functioning audio volume-adjustment control ☒ Yes ☐ No				PASS	FAIL																					
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS			PASS	FAIL																					
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☒ N.A. B. Selects only targets moving away from radar ☐ Yes ☐ No ☒ N.A.				PASS	FAIL																					
11	§ 2.12.7 / § 2.12.8 / § 5.12.7 / § 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12																								
			Hi speed spec. 200	Hi speed disp. 200																								
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20																								
			Hi speed spec. 200(C)	Hi speed disp. 200																								
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15																								
			Hi speed spec. 79	Hi speed disp. 79																								
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL																				
13	LABORATORY COMMENTS																											
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 ☒ PASS ☐ FAIL Certified by: Ford Bauman Date: 8-29-19																										
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)																										

Radar Certification

Certificate of Completion and Competency DOPPLER RADAR OPERATION	
Name & Title	<u>Cathy Buendia Technician</u>
Department	<u>Transportation</u>
<i>has successfully completed a course of instruction in the operation of Moving Car and Stationary Doppler Radar and is deemed competent to utilize the same Doppler Radar to determine the velocity of motor vehicles.</i>	
Date	<u>7/23/91</u> <i>[Signature]</i>
	Instructor
	
Subsidiaries of MPD, Inc.	
316 East Ninth Street Owensboro, KY 42301 (502) 665-6200	



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020

TO: Mayor and Council Members

FROM: Kenneth H. Rosenfield P.E.
Assistant City Manager/Director of Public Services

ISSUE: Renewed Measure M (M2) Compliance Reporting to the Orange County Transportation Authority (OCTA)

RECOMMENDATION: That the City Council: (1) Approve the Measure M (M2) Compliance Submittal to OCTA including, but not limited, to the Seven-Year Capital Improvement Program; (2) Adopt the Pavement Management Plan; and (3) Adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, concerning the update of the Local Signal Synchronization Plan for the Measure M (M2) Program."

SUMMARY:

On November 7, 2006, Orange County voters approved Ordinance No. 3, the Renewed Measure M (M2), for the extension of the one-half cent sales tax for transportation infrastructure. As a part of the M2 program, Orange County local agencies must meet eligibility requirements in order to receive or remain eligible to apply for M2 funds. The eligibility compliance documents are due to Orange County Transportation Authority (OCTA) by June 30th of each calendar year. The City remains in compliance with all requirements of M2 and the City Council is requested to approve the compliance submittal documents contained herein, including the Seven-Year Capital Improvement Program based upon the City's 2019/2020 – 2024/2025 Fiscal Years Budget, adopt the Pavement Management Plan and adopt the required Resolution approving the Local Signal Synchronization Plan.

Measure M (M2) Compliance Reporting

June 9, 2020

Page 2

BACKGROUND:

Annually, OCTA determines if local jurisdictions are eligible to receive Measure M2 turnback funds and competitive funds. Under M2 local jurisdictions must satisfy several requirements, as outlined in the Renewed Measure M Eligibility Guidelines, in order to remain eligible for these funds. The Measure M2 package for the 2020/2021 Fiscal Year requires the following:

- Provide an adopted Seven-Year Capital Improvement Program.
- Adopt, fund, and update a local Pavement Management Plan (biennially).
- Adopt a Resolution updating the Local Signal Synchronization Plan (LSSP), including goals consistent with the OCTA Regional Traffic Signal Synchronization Master Plan.
- Demonstrate continued funding of street maintenance at the Maintenance of Effort level assigned to the City.
- Submit a letter outlining land use planning strategies/policies that accommodate transit and non-motorized transportation.
- Complete the Measure M Eligibility Checklist.

On April 28, 2017, Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB-1), was signed into law. With the additional fuel tax funding available under SB-1, the City increased the biennial funding for pavement maintenance projects to \$2.4 Million in the 2019/2020 fiscal year, and to \$2.7 Million in the following biennial periods. This boost in street maintenance funding will allow the City to address some of the City's deferred pavement maintenance. It is noted, however, the funding level determined in the Pavement Management Plan, attached, necessary to maintain and increase good pavement conditions over time is approximately \$5.7 Million biennially. Therefore, it is anticipated pavement conditions will deteriorate as long-term maintenance is deferred. Future budget funding for pavement maintenance will need to be substantially increased.

Submitted for City Council approval and adoption, as attachments to this report, are the following documents: (1) Seven-Year Capital Improvement Program based upon the City's 2019/2020 – 2024/2025 Fiscal Years Budget; (2) Pavement Management Plan; (3) Local Signal Synchronization Plan; (4) OCTA Maintenance of Effort Reporting Form; (5) Land Use Planning Strategies Letter; and (6) OCTA Measure M2 Eligibility Checklist.

Measure M (M2) Compliance Reporting

June 9, 2020

Page 3

FISCAL IMPACT:

It is projected the City will annually receive over \$600,000 of turnback funds under the Measure M2 Local Fair Share Program. Failure to remain eligible for Measure M2 funds would put these funds in jeopardy and limit the City's ability to seek future Measure M2 competitive grant funds.

ATTACHMENTS:

- Proposed Resolution
- Seven-Year Capital Improvement Program
- Pavement Management Plan
- Local Signal Synchronization Plan
- OCTA Maintenance of Effort Reporting Form
- Land Use Planning Strategies Letter
- OCTA Measure M2 Eligibility Checklist

RESOLUTION NO. 2020-06-09-X

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, CONCERNING THE
UPDATE OF THE LOCAL SIGNAL SYNCHRONIZATION
PLAN FOR THE MEASURE M (M2) PROGRAM

The City Council of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, the Orange County Transportation Authority has developed the Regional Traffic Signal Synchronization Master Plan to identify traffic signal synchronization street routes and traffic signals within and across jurisdictional boundaries, and defines the means of implementing the Regional Traffic Signal Synchronization Program; and

WHEREAS, the Regional Traffic Signal Synchronization Program requires that local agencies adopt a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronizing traffic signals across local agencies' boundaries, and

WHEREAS, the Local Signal Synchronization Plan must be updated by June 30, 2020 to continue to be eligible to receive Net Revenues as part of Measure M2;

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

SECTION 1. The City does hereby inform OCTA that:

- A. The City adopts and maintains a Local Signal Synchronization Plan which includes goals that are consistent with those outlines as part of the Regional Signal Synchronization Master Plan, including signal synchronization across jurisdictions.
- B. The Local Signal Synchronization Plan identifies traffic signal synchronization street routes, including all elements of the Regional Signal Synchronization Network located within the City.
- C. The Local Signal Synchronization Plan includes the traffic signal inventory for all traffic signal synchronization street routes.
- D. The Local Signal Synchronization Plan includes a three-year plan showing capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.

- E. The Local Signal Synchronization Plan includes an update on the status and performance of traffic signal synchronization activities.
- F. The Local Signal Synchronization Plan includes a discussion on the review and revision, as may be necessary, on the timing of traffic signals on the traffic signal synchronization street routes.

PASSED, APPROVED, AND ADOPTED this 9th day of June 2020.

JANINE HEFT, MAYOR

ATTEST:

MELISSA AU-YEUNG, CITY CLERK

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

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-06-09-X adopted by the City Council of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 9th day of June 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

MELISSA AU-YEUNG, CITY CLERK

Attachment: Proposed Resolution (2136 : Measure M (M2) Compliance Reporting)

Orange County Transportation Authority

2020 Capital Improvement Program

TIP ID		CP-10371							IMPLEMENTING AGENCY		Laguna Hills, City of	
Local Project Number:		Project Title										
Additional Project IDs:		Annual Street Maintenance FY 21-22										
Type of Work:		Road Maintenance										
Type of Work Description:		Road Maintenance - Rehabilitation of roadway										
		Bi-annual roadway maintenance program										
Limits		FISCAL YEAR										
Citywide street maintenance pursuant to the Pavement Management Plan		2022										
		Gas Tax										
		\$100,000										
		\$0										
		\$2,600,000										
		\$0										
		\$2,700,000										
		\$2,858,340										
Project Notes		Totals:										
		\$100,000										
		\$0										
		\$2,600,000										
		\$0										
		\$2,700,000										
		\$2,858,340										
Last Revised: 20-00 - Submitted												
Total Programmed: \$2,700,000												

TIP ID		CP-10372		IMPLEMENTING AGENCY					Laguna Hills, City of	
Local Project Number:		Project Title								
Additional Project IDs:		Annual Street Maintenance FY 23-24								
Type of Work:		Road Maintenance								
Type of Work Description:		Road Maintenance - Rehabilitation of roadway								
Limits		Project Description								
Citywide street maintenance pursuant to the Pavement Management Plan		Bi-annual roadway maintenance program Rehabilitation of roadway Road Maintenance Project Description:								
Project Notes										
		</								

TIP ID		CP-10374		IMPLEMENTING AGENCY					Laguna Hills, City of										
Local Project Number:		Project Title																	
Additional Project IDs:		Annual Street Maintenance FY 25-26																	
Type of Work:		Road Maintenance		Project Description															
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Bi-annual roadway maintenance program															
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED			
Citywide street maintenance pursuant to the Pavement Management Plan		2026		Gas Tax		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$3,443,346			
Project Notes						Totals:		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$3,443,346	
Last Revised: 20-00 - Submitted														Total Programmed: \$2,900,000					

TIP ID		CP-10375		IMPLEMENTING AGENCY					Laguna Hills, City of	
Local Project Number:		Project Title								
Additional Project IDs:		Avenida de la Carlota Pavement Rehab								
Type of Work:		Road Maintenance								
Type of Work Description:		Road Maintenance - Rehabilitation of roadway								
Limits		Project Description								
Avenida de la Carlota from El Toro Road to Los Alisos Blvd		Pavement Rehab								
Project Notes										

TIP ID CP-10376		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number:	Project Title							
Additional Project IDs:	Cabot Road Widening Project							
Type of Work: Road Widening	Project Description							
Type of Work Description: Road Widening - Widen width of existing traffic lanes	Construction of an augmented secondary arterial with a raised median island, construct driveway and bike lanes.							
Limits	FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED
La Paz Road to Paseo De Valencia	2027	Unfunded/Unknown	\$260,000	\$1,000,000	\$1,990,000	\$0	\$3,250,000	\$3,937,323
Project Notes								
			Totals:	\$260,000	\$1,000,000	\$1,990,000	\$0	\$3,250,000 \$3,937,323

TIP ID		CP-10382		IMPLEMENTING AGENCY					Laguna Hills, City of	
Local Project Number:		Project Title								
Additional Project IDs:		Paseo De Valencia Widening								
Type of Work:		Road Widening		Project Description						
Type of Work Description:		Road Widening - Add 1 lane to existing roadway in project limits		This project includes widening of Paseo De Valencia from Kennington Dr. to Laguna Hills Dr. Scope includes lane addition, curb & gutter, irrigation/landscaping, traffic signal & striping.						
Limits		Paseo De Valencia from El Toro Road to Laguna Hills Drive								
Project Notes										
		</								

TIP ID

CP-11388

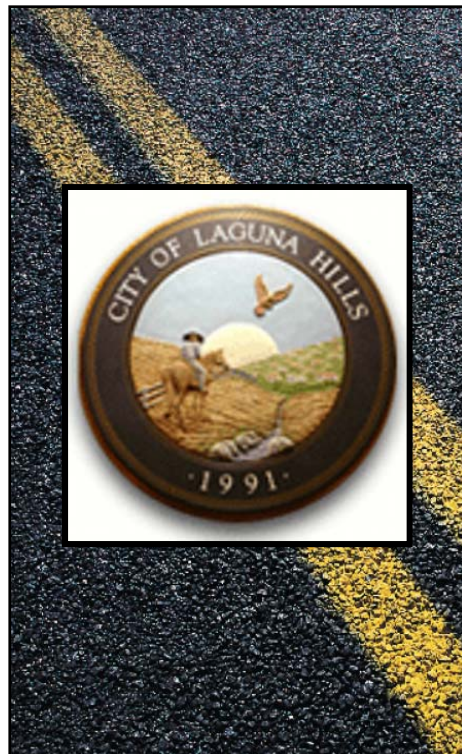
IMPLEMENTING AGENCY

Laguna Hills, City of

Local Project Number:	Project Title																																				
Additional Project IDs:	Laguna Hills Debris Gates, Phase IX																																				
Type of Work: Environmental Cleanup	Project Description																																				
Type of Work Description: Environmental Cleanup - Automatic Retractable Screen and other debris screens or inserts	This is a storm water pollution mitigation project. It includes the installation of debris grates/screens throughout the City in accordance with the Environmental Cleanup Program (ECP).																																				
Limits	<table><tr><th><u>FISCAL YEAR</u></th><th><u>FUND TYPE</u></th><th><u>ENG</u></th><th><u>ROW</u></th><th><u>CON/IMP</u></th><th><u>O&M</u></th><th><u>TOTAL</u></th><th><u>TOTAL ESCALATED</u></th></tr><tr><td>City Wide</td><td>2022</td><td>General Fund</td><td>\$0</td><td>\$0</td><td>\$50,000</td><td>\$0</td><td>\$50,000</td><td>\$53,045</td></tr><tr><td>Project Notes</td><td>2022</td><td>Unfunded/Unknown</td><td>\$0</td><td>\$0</td><td>\$200,000</td><td>\$0</td><td>\$200,000</td><td>\$212,180</td></tr><tr><td colspan="3"></td><td><u>Totals:</u></td><td>\$0</td><td>\$0</td><td>\$250,000</td><td>\$0</td><td>\$250,000</td><td>\$265,225</td></tr></table>	<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>	City Wide	2022	General Fund	\$0	\$0	\$50,000	\$0	\$50,000	\$53,045	Project Notes	2022	Unfunded/Unknown	\$0	\$0	\$200,000	\$0	\$200,000	\$212,180				<u>Totals:</u>	\$0	\$0	\$250,000	\$0	\$250,000	\$265,225
<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>																														
City Wide	2022	General Fund	\$0	\$0	\$50,000	\$0	\$50,000	\$53,045																													
Project Notes	2022	Unfunded/Unknown	\$0	\$0	\$200,000	\$0	\$200,000	\$212,180																													
			<u>Totals:</u>	\$0	\$0	\$250,000	\$0	\$250,000	\$265,225																												
Last Revised: 20-00 - Submitted																																					
Total Programmed: \$250,000																																					

FINAL REPORT

***UPDATED CITYWIDE
PAVEMENT MANAGEMENT PLAN
OC Go
2020-2027***



Submitted to:

***City of Laguna Hills, CA
May 25th, 2020***



May 25th, 2020

Mr. Kenneth H. Rosenfield, P.E.
 Assistant City Manager / Public Services Director
CITY OF LAGUNA HILLS
 24035 El Toro Road
 Laguna Hills, CA 92653

Subject: City of Laguna Hills – OCTA Pavement Management Compliance Report 2020

Dear Ken:

As part of the 2020 Update of the Pavement Management Plan (PMP) for the City of Laguna Hills, *Bucknam Infrastructure Group, Inc.* is pleased to submit the PMP reporting required by the Orange County Transportation Authority (OCTA). This data/report will be submitted to OCTA as part of the City's required biennial PMP prior to June 30, 2020.

The information contained in this report was used to develop the recommended improvement program for the pavement network. The report covers the following categories:

- **Pavement Management Plan Certification**
- **Quality Assurance / Quality Control (QA/QC) Plan**
- **Pavement Management Data Files (electronic Laguna Hills.e70 file format)**
- **Pavement Management Plan that includes the following:**
 - **Average Pavement Conditions For Each Segment in the Network (PCI Report)**
 The Pavement Condition Index report shows the present condition of each street in the pavement network (MPAH and Locals). In addition, the report shows the basic geometry of each street segment.
 - **Seven-year Projected PCI Under Existing Funding Levels**
 This report identifies the projected PCI's based on the local agencies current funding programs. This report details the PCI projects for the entire network, MPAH roadways and Local streets.
 - **Seven-year Plan for Road Maintenance and Rehabilitation (Forecasted Maintenance Report)**
 The Forecasted Maintenance Report projects the street maintenance activities required for the next seven years, broken down to show maintenance levels for all streets. This includes all scheduled projects provided by the City for fiscal years 2020 through 2027.

- **Alternative Funding Levels**

OCTA has requested two reports indicating the necessary funding to maintain the City's current weighted average PCI as well as the necessary funding to improve the weighted average PCI by one PCI point over the next seven years.

- **Backlog by Fiscal Year (re: unfunded restoration, rehabilitation and reconstruction)**

- **Percentage of total network in each of the five condition categories based on centerline mileage**

- **Local Match Reduction Reporting**

❖ In order to be eligible for Local Match Reduction of 10%, the following must be submitted:

- Measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one PCI point.
- No reduction in the overall weighted (by area) average PCI in the MPAH or local street categories
- or -
- Have road pavement conditions, for the overall network, during the previous reporting period within the highest twenty (20%) of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

All comments received from the City have been incorporated in the reports that follow. All of the City's issues and needs that were brought to our attention are included in the report. It has been a pleasure working with you and the City on updating your Pavement Management Plan. We look forward to the continued success of this project and future teamwork with City staff.

Sincerely,

Bucknam Infrastructure Group, Inc.



Peter J. Bucknam
Project Manager
Infrastructure Management – GIS Services



3548 Seagate Way, Suite 230
Oceanside, CA 92056
T: (760) 216-6529
www.bucknam-inc.com

City of Laguna Hills, CA
2020 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2020

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Attachment: Pavement Management Plan (2136 : Measure M (M2) Compliance Reporting)



CITY OF LAGUNA HILLS PAVEMENT MANAGEMENT PLAN

- part of -

COUNTYWIDE PAVEMENT MANAGEMENT PLAN GUIDELINES **(OCTA Guideline – April 2018)**

Prepared by: Bucknam Infrastructure Group, Inc.
Submitted to OCTA: June 30, 2020

Attachment: Pavement Management Plan (2136 : Measure M (M2) Compliance Reporting)



**2020 Citywide Pavement Management Plan – OCTA Submittal
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I. Pavement Management Plan Certification

The City of Laguna Hills, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

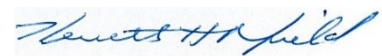
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and April 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2020;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 23.8%;
 - Rehabilitation = 25.9%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,696,500;
 - Following biennial period \$5,699,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2,700,000;
 - Following biennial period \$2,800,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Kenneth H. Rosenfield
Name (Print)


Signed

Assistant City Manager / Public Services Director
Title

City of Laguna Hills
Jurisdiction

6/9/2020
Date



City of Laguna Hills, CA
2020 Citywide Pavement Management Plan – OCTA Submittal
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II. EXECUTIVE SUMMARY

2020 UPDATE OF PAVEMENT MANAGEMENT PLAN (PMP)

As the City of Laguna Hills's infrastructure continues to mature Public Works priorities such as Local street overlay rehabilitation and proactive Arterial CIP maintenance are key projects to City staff. With the City mostly built-out, wear and tear on the infrastructure will occur at an ever increasing rate. Pavement aging through annual weathering, dynamic and static vehicle loading, and increased usage, compounded with the increased cost of performing maintenance and rehabilitation, add to the yearly operational budget of the pavement network. System sustainability can only be achieved through proactive scheduling and the implementation of cost-efficient pavement applications.

In the upcoming years as the City continues to build upon this study through future inspections and maintenance work history, Laguna Hills pavement data will continue to provide reliable data. This will enhance the PMP through detailed Orange County Transportation Authority (OCTA) OC Go funding analysis, City specific budgetary reporting and level of service reporting.

The Laguna Hills PMP has been developed to assist City personnel by providing current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale, while optimizing the expenditure of limited fiscal resources. The project consisted of analyzing the City's 2019 dataset for quality and usability. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City.

We surveyed all designated arterial, collector (MPAH) routes this past spring to assist the City in being compliant with OCTA – OC Go April 2018 guidelines. Additionally, we updated the City's unique Pavement Management – GIS layer that will continue to assist the City in analyzing pavement conditions and other attribute information through the use of ESRI ArcMap.

Bucknam Infrastructure Group reviewed the City's previous maintenance efforts and the current 2020-21 proposed street improvements for pertinent pavement information in order to generate a CIP report that identified recommendations and opportunities for improvement in the current operating and maintenance efforts put forth by the City. The result of these work efforts is this report.

Attachment: Pavement Management Plan (2136 : Measure M (M2) Compliance Reporting)



2020 Citywide Pavement Management Plan – OCTA Submittal Final Report – June 30, 2020

III. BACKGROUND

In late 1990, voters throughout Orange County approved a ½-cent sales tax for transportation improvements known as OC Go, formerly known as Measure M2. Funding for streets and roads are included within the sales tax and are distributed to local agencies through both formula and a competitive method. In late 2006, the renewal of OC Go was approved by voters that would continue the ½-cent sales tax for thirty additional years, starting in 2011.

The primary goal of this report is to comply with established guidelines from OCTA to ensure that field data collection and reporting efforts performed by outside consultants or local agency staff are consistent. This is required in order that funding allocations can be reviewed and based on agency comparable pavement conditions. Specifically, our findings and recommendations provide Public Works administrators, managers and field personnel with:

- * *PMP report consistent with OCTA OC Go guidelines*
- * *the present condition status of the pavement network (arterial, collector, residential and industrial streets), as a whole and of any grouping or individual component within the City;*
- * *a ranked list of all streets, or segments of streets, by condition within the network;*
- * *rehabilitation/maintenance needs of each street segment by year;*
- * *an optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;*
- * *optimum annual pavement expenditure levels for pavement maintenance for the next seven (7) years;*
- * *prediction of the life-cycle performance of the City's pavement network and each individual street section; and*
- * *pavement condition data and analysis presented in GIS through ESRI ArcMap*

Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management system needs to be updated on a regular basis to reflect these changes in pavement conditions, pavement maintenance histories, and maintenance strategies based upon budgetary constraints. In our approach to develop the City's forecasted maintenance recommendations we worked with Laguna Hills Public Works/Engineering staff in identifying unit costs for all maintenance practices used on an annual basis. Currently, based upon the City's maintenance practices and their associated unit costs, the total replacement value of the Laguna Hills pavement network is \$110,459,500. This value clearly indicates that the City's pavement network is the most valuable and essential asset to Laguna Hills. The City's use of slurry seal, AC Overlay and R&R practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but the City may see increases in deterioration rates due to environmental, load and high average daily traffic (ADT) volumes. For example, high ADT volumes along one of Laguna Hills's arterial streets will increase deterioration rates for a previously applied AC Overlay compared to a small local street. These deterioration rates are monitored through frequent inspections and functional class deterioration analysis within the City's PMP database.

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FINDINGS AND RECOMMENDATIONS

Through our assessment of historical maintenance performed within the City and through our discussions with City staff the conditional data found across the network clearly shows that the City has applied strong, preventative maintenance strategies over the past decade. Pavement management involves frequent preventative maintenance; as pavement deteriorates through heavy traffic impacts, weathering and time, preventative maintenances (such as slurry seal, stop gap, etc.) have limited benefits. More aggressive maintenance applications have to be used.

Our study has shown that key slurry seal and selective overlay projects will be needed over the next seven years to maintain the network's high level of condition. Currently, the City's two major streets networks (Local & Arterial) hold above average weighted PCI values; it is our recommendation that a proactive, common sense overlay program and a continued slurry seal program be scheduled over the next several fiscal years. This will ensure that the citywide weighted PCI will sustain itself and allow for routine slurry seal maintenance to continue.

We have found and recommend the following detailed items which should be reviewed and considered for a proactive approach to the future management of the PMP:

ARTERIAL / COLLECTOR (MPAH) FINDINGS AND RECOMMENDATIONS

The actual workload requirements identified indicate that the Arterial (MPAH) street network is currently in "good" condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified on page 8 to maintain a "good" network weighted average PCI value. Our MPAH findings for conditional data and recommendations for revenue expenditures are shown below:

- The MPAH network has a weighted PCI of 75.8
- The MPAH network consists of 42.6 centerline miles and 9,240,271 SF of pavement;
- Currently, 27% of the MPAH network (11.6 centerline miles) qualify for slurry seal/stop gap maintenance; 50% of the Arterial network (11.2 centerline miles) qualify for rehabilitation maintenance;
 - With MPAH conditions showing 11.2 miles of streets in need of major rehabilitation or (see section IV, page 7 below) a continuous and proactive Local CIP program needs to be sustained;
- At a minimum, MPAH maintenance projects should focus on the maintaining the current PCI at a weighted average of 78 over the next 7 years;
 - Maintain the MPAH revenues at an average annual level of \$3,350,000/yr for the term of the CIP to generate the PCI identified on page 9;
- Develop a proactive fiscal and planned approach to identify MPAH overlay projects based on the deterioration modeling within MicroPAVER;



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- o Demonstrated budget shown on page 9 is ample to increase the MPAH weighted PCI of 83.5 to 84.6 after seven years, additionally, the citywide deferred backlog decreases from a level of \$7.5 million to \$3.7 million after seven years; and
- Perform pavement inspections on the MPAH network every two years to build a solid planning model within MicroPAVER to track PCI deterioration; also follows new OCTA guidelines for OC Go.

LOCAL FINDINGS AND RECOMMENDATIONS

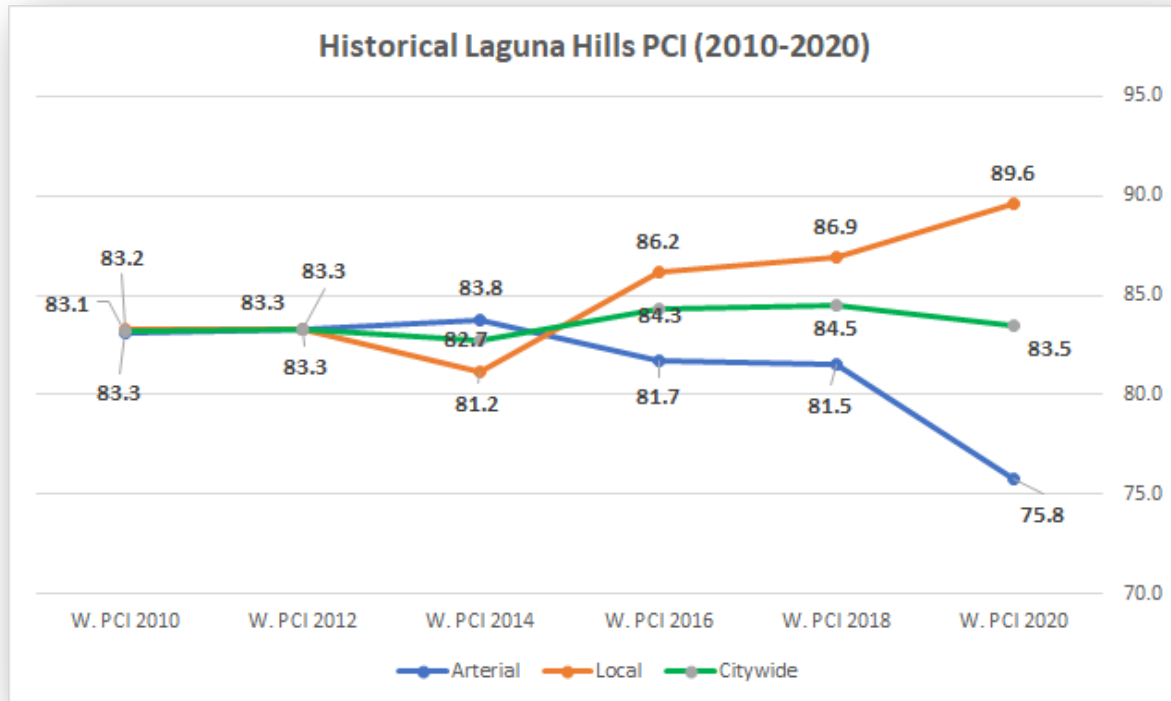
The actual workload requirements identified indicate that the Local street network is currently in “very good” condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified on page 8 to maintain a “very good” network weighted average PCI value. Our Local network findings for conditional data and recommendations for revenue expenditures are shown below:

- The Local network has a weighted PCI of 89.6;
- The Local network consists of 59.1 centerline miles and 11,601,150 SF of pavement;
- Currently, 21% of the Local network (12.6 centerline miles) qualifies for slurry seal/stop gap maintenance; 8% of the Local network (4.8 centerline miles) qualify for rehabilitation maintenance;
- At a minimum, Local maintenance projects should focus on the maintaining the current PCI above a weighted average of 84 over the next 7 years;
 - o Maintain the Local revenues at an average annual level of \$2,350,000/yr for the term of the CIP to generate the PCI identified on page 9;
- Develop a proactive fiscal and planned approach to identify local overlay projects based on the deterioration modeling within MicroPAVER;
 - o Demonstrated budget shown on page 9 is ample to sustain the Local weighted PCI at average above 89 after seven years, additionally, the citywide deferred backlog decreases from a level of \$7.5 million to \$3.7 million after seven years; and
- Perform pavement inspections on the Local network every four years to build a solid planning model within MicroPAVER to track PCI deterioration; also follows new OCTA guidelines for OC Go.

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IV. CURRENT PAVEMENT CONDITIONS (PCI)

Rank	Mileage	SF	W. PCI 2020	W. PCI 2018	W. PCI 2016	W. PCI 2014	W. PCI 2012	W. PCI 2010
Arterial	42.6	9,240,271	75.8	81.5	81.7	83.8	83.3	83.1
Local	59.1	11,601,150	89.6	86.9	86.2	81.2	83.3	83.3
Citywide	101.7	20,841,421	83.5	84.5	84.3	82.7	83.3	83.2



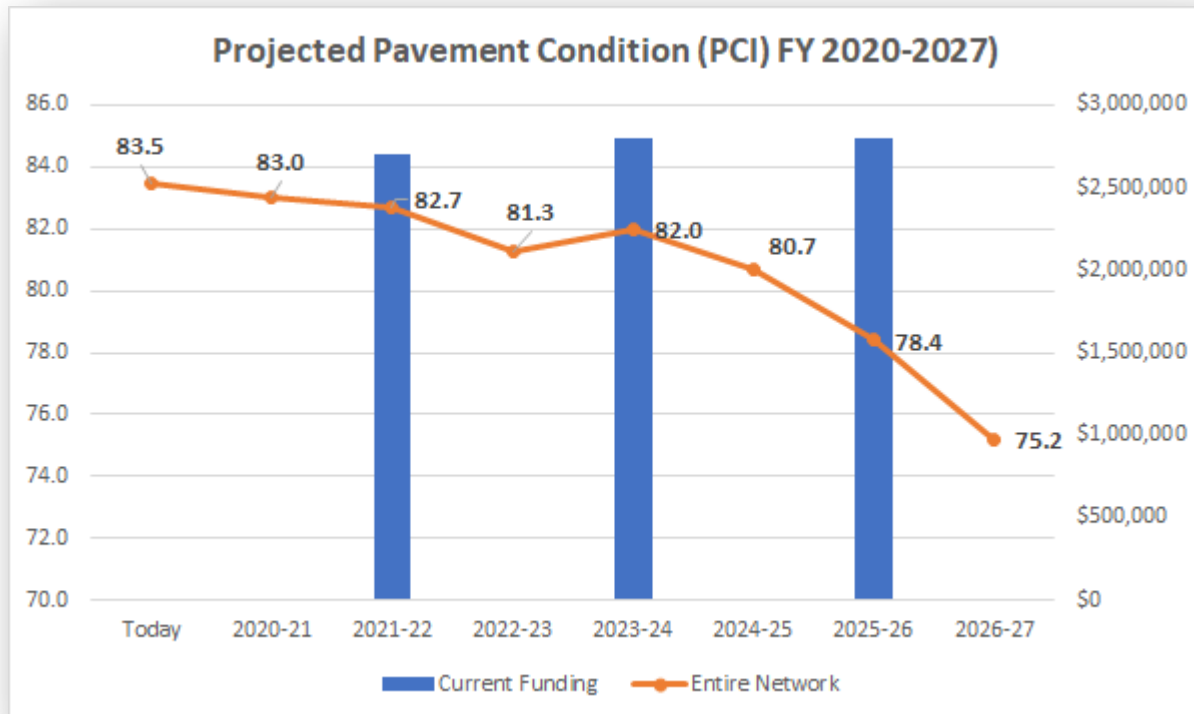
Condition	PCI Range	MPAH	Local	Total	% of Network
Very Good	86-100	9.5	41.7	51.2	50.3%
Good	75-85	11.6	12.6	24.2	23.8%
Fair	60-74	19.5	4.0	23.5	23.1%
Poor	41-59	2.0	0.8	2.8	2.8%
Very Poor	0-40	0.0	0.0	0.0	0.0%
		42.6	59.1	101.7	

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V. PROJECTED PAVEMENT CONDITIONS (PCI)

Based on the current funding that the City has identified, we have applied the City's biannual funding against the conditions found on the network from the most recent survey. We have included summary tables below to demonstrate our PCI findings.

Fiscal Year	Current Funding	Entire Network	MPAH	Local
Today	~	83.5	75.8	89.6
2020-21	\$0	83.0	75.0	88.6
2021-22	\$2,700,000	82.7	74.3	87.8
2022-23	\$0	81.3	72.1	85.4
2023-24	\$2,800,000	82.0	70.0	84.5
2024-25	\$0	80.7	68.6	82.0
2025-26	\$2,800,000	78.4	65.1	81.6
2026-27	\$0	75.2	63.5	79.2
Total	\$8,300,000			



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VI. ALTERNATIVE FUNDING LEVELS

Maintain Existing Average Network PCI

Fiscal Year	Maintain PCI Funding	Entire Network	MPAH	Local
Today	~	83.5	75.8	89.6
2020-21	\$0	81.5	75.0	88.6
2021-22	\$5,696,500	82.9	75.3	88.7
2022-23	\$0	80.4	73.9	86.1
2023-24	\$5,699,400	82.8	75.2	89.1
2024-25	\$0	81.4	75.1	88.5
2025-26	\$5,695,700	83.9	75.9	89.9
2026-27	\$0	83.4	75.7	89.5
Total	\$17,091,600			

Improve Average Network PCI

Fiscal Year	Increase PCI Funding	Entire Network	MPAH	Local
Today	~	83.5	75.8	89.6
2020-21	\$0	81.5	75.0	88.6
2021-22	\$5,696,500	82.9	75.3	88.7
2022-23	\$0	80.4	73.9	86.1
2023-24	\$5,699,400	82.8	75.2	89.1
2024-25	\$0	81.4	75.1	88.5
2025-26	\$6,557,500	85.9	76.0	90.3
2026-27	\$0	84.6	75.9	89.9
Total	\$17,953,400			

VII. CURRENT AND PROJECTED BACKLOG BY YEAR OF PAVEMENT MAINTENANCE NEEDS

Plan Year	Actual Funding Backlog	Maintain PCI Backlog	Increase PCI Backlog
Current	\$7,512,700	\$7,512,700	\$7,512,700
2020-21	\$10,311,600	\$6,223,500	\$6,223,500
2021-22	\$8,261,200	\$3,190,500	\$3,190,500
2022-23	\$12,765,100	\$5,865,600	\$5,865,600
2023-24	\$15,073,300	\$3,490,000	\$3,490,000
2024-25	\$19,196,500	\$5,255,200	\$5,255,200
2025-26	\$20,517,200	\$1,849,200	\$888,600
2026-27	\$25,608,500	\$4,929,500	\$3,756,400

DEFERRED MAINTENANCE

Delaying repairs on streets where pavement conditions indicate a need generates deferred maintenance or “backlog”. Deferred maintenance is work that is postponed to a future budget

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cycle, or until funds are available. As maintenance is deferred, the opportunity to apply preventive, life extending pavement treatments is forfeited and the ultimate cost of rehabilitation multiplies (i.e. slurry seal costs to overlay costs). By using the City's pavement maintenance applications and their associated unit costs, when a budgetary model is exercised within the PMP software the amount of deferred maintenance is calculated. Based upon the available budget applied to the model, deferred maintenance will increase or decrease.

As maintenance is deferred, the opportunity to apply life extending preventive pavement applications is lost and the ultimate cost of rehabilitation multiples.

In the case of Laguna Hills, the City's actual budget will allow the amount of deferred maintenance on both the Arterial and Local networks to increase by 240% by FY 2027. The City should consider this impact as well as the lower PCI result and increase CIP/maintenance funding to a level of \$5,697,000 biannually.

VIII. CENTERLINE MILEAGE

Rank	W. PCI	Mileage	SF
MPAH	75.8	42.6	9,240,271
Locals	89.6	59.1	11,601,150
Citywide	83.5	101.7	20,841,421

IX. PERCENTAGE OF NETWORK IN EACH OF FIVE CONDITION CATEGORIES BASED ON CENTERLINE MILES

Condition	PCI Range	Network	Percent Area of Total Pavement	Area of Pavement (SF)	Percent Centerline Mi. of Network	Centerline Mileage of Network
Very Good	(86-100)	MPAH	9.6%	2,001,866	9.3%	9.5
		Local	39.6%	8,249,852	41.0%	41.7
Good	(75-85)	MPAH	12.4%	2,585,762	11.4%	11.6
		Local	11.8%	2,461,535	12.4%	12.6
Fair	(60-74)	MPAH	20.3%	4,224,921	19.2%	19.5
		Local	3.6%	746,587	3.9%	4.0
Poor	(41-59)	MPAH	2.1%	427,722	2.0%	2.0
		Local	0.7%	143,176	0.8%	0.8
Very Poor	(0-40)	MPAH	0.0%	0.0	0.0%	0.0
		Local	0.0%	0.0	0.0%	0.0

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X. REDUCTION IN M2 LOCAL MATCH

A local agency match reduction of 10% of the eligible cost for projects submitted for consideration of funding through the M2 Comprehensive Transportation Funding Programs (CTFP) call for projects is available if the local agency either:

- a. Shows measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local categories:

or

- b. Have road pavement conditions during the previous reporting period, within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in “good condition”.

Road conditions found through our 2020 PMP management study shows that the City is eligible for Local Match Reduction based on the current network weighted PCI of 83.5 (currently having a weighted PCI over 75).

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**XI. APPENDIX A – SEVEN YEAR ROAD MAINTENANCE AND REHABILITATION
PLAN BASED ON CURRENT OR EXPECTED FUNDING LEVEL**



City of Laguna Hills, CA
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XII. APPENDIX B – COMPLETE STREET LISTING CURRENT CONDITIONS

Attachment: Pavement Management Plan (2136 : Measure M (M2) Compliance Reporting)



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XIII. APPENDIX C – QUALITY ASSURANCE / QUALITY CONTROL PLAN

Introduction

When performing data collection in any field, the need for quality control is paramount as it is essential for accurate planning, analysis and design. This is particularly true for collecting pavement distress data for a pavement management program.

The Quality Assurance / Quality Control (QA/QC) Plan establishes minimum quality standards for performance and procedures for update of the pavement management program.

Objectives

This document constitutes a formal QA/QC Plan for the City of Laguna Hills. It was prepared on March, 2018 and last revised in March, 2018.

Specifically, it is intended for the 2020 Pavement Management Plan Update. The focus is on the collection of network-level pavement distress data (defined by National Cooperative Highway Research Program (NCHRP) Synthesis 401 Quality Management of Pavement Data Collection, as “Network-level data collection involves collection of large quantities of pavement condition data, which is often converted to individual condition indices or aggregated into composite condition indices”).

This document also addresses the QA/QC plan requirements of the Orange County Transportation Authority (OCTA)’s “Countywide Pavement Management Plan Guidelines” (Section 2.4), adopted in May 2010.

Structure of QA/QC Plan

The following components are addressed in this QA/QC Plan:

- Condition survey procedures used;
- Accuracy required for data collection;
- Inspector qualifications and experience; and
- Safety.

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Condition Survey Procedures

The governing document in performing condition surveys for the City of Laguna Hills is ASTM D6433-18 “Standard Practice for Roads and Parking Lots Pavement Condition Index (PCI) Surveys.” Both asphalt concrete (AC) and Portland cement concrete (PCC) pavements are included in this protocol. The following distresses are collected for each pavement type:

Asphalt Concrete	Portland Cement Concrete (Jointed)
1. Alligator (fatigue) cracking	1. Blow-up/Buckling
2. Bleeding	2. Corner Breaks
3. Block Cracking	3. Divided Slab
4. Bumps and sags	4. Durability ("D") Cracking
5. Corrugation	5. Faulting
6. Depression	6. Joint Seal damage
7. Edge Cracking	7. Lane/Shoulder Drop-off
8. Joint Reflection Cracking	8. Linear Cracking
9. Lane/Shoulder Drop-off	9. Patching (large) and Utility Cuts
10. Longitudinal & Transverse Cracking	10. Patching (small)
11. Patching and Utility Cut Patching	11. Polished Aggregate
12. Polished aggregate	12. Popouts
13. Potholes	13. Pumping
14. Railroad Crossing	14. Punchout
15. Rutting	15. Railroad Crossing
16. Shoving	16. Scaling, map cracking and crazing
17. Slippage Cracking	17. Shrinkage Cracks
18. Swell	18. Spalling (corner)
19. Weathering	19. Spalling (joint)
20. Raveling	

As required by the Orange County Transportation Authority (OCTA), the City of Laguna Hills must prepare and implement a quality assurance / quality control (QA/QC) plan regarding pavement management inspection as they pertain to MicroPAVER. For the purposes of this report, Bucknam has demonstrated below how our project team implemented QA/QC procedures during the project.

Our QA/QC plan focuses on the how each pavement inspection is performed, what distresses are collected and ensures that it complies with the OCTA guidelines defined within the “Countywide Pavement Management Plan Guidelines (CPMPG)”.

As shown within the OCTA (CPMPG), our staff followed and delivered on the requirements stated within Chapter 2, page 2-5 which require specific QA/QC data (Items A through G). Additionally, Chapter 3 requires numerous data/deliverables from local agencies for OC Go eligibility. All general PCI budgetary report submittals will follow the Chapter 3 guidelines.

In conjunction with the outlined items within the CPMPG Section 2 we have summarized our QA/QC procedures below:

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- a. **Descriptions of condition survey** - Our staff follows the required Condition Survey Protocols (CPMPG, Chapter 2); our staff assesses each pavement section for the minimum distresses outlined within Chapter 2, page 2-1. Additionally, based on the pavement conditions found, we collect all MicroPAVER/StreetSaver Army Corps of Engineers (ACOE) distresses, if found within the sample sections; for example, if slippage cracking, potholes, etc. are found our survey technicians record the proper information.
- b. **How data was collected** - Our surveys follow the OCTA accepted walking requirements. All sections that our staff surveys are performed through the walking method, approximately 10% of all sections surveyed were complemented with windshield surveys based on unique conditions found. Our staff physically measures the width of every section as well as measure for any square footage adjustment that need to be added or taken away from a sections “true area” (i.e. cul-de-sac, bus pads, street width variances, etc.). Samples taken always include a minimum of 2,500 SF coverage unless specific section limits prohibit this. Arterial section samples utilize a 3,500 SF sample size due to the larger section area (this is within the ASTM D6433-18 sample size calculation. Field crews typically include one individual for residential pavement sections while Arterial (MPAH) routes utilize a two-person crew for safety, traffic control and increases quality control.
- c. **Accuracy required for data collection** - We use a statistical sampling approach for measuring the quality of our field technician’s work. In this manner, 10 percent of the original surveys are re-surveyed by a different survey crew than the original, supervised by a field supervisor, and the results are compared to the original surveys. Our QC process involves checking the field crews’ work in a “blind study” fashion. Quality control checks are performed at the end of each survey week. This ensures that all field personnel are properly collecting section samples, distress types and distress severities for all street segments.
 - ❖ When QA/QC issues are found, our staff documents the issues within MicroPAVER’s user interface. If distress types found are not within the 97% accuracy our QA/QC is expanded beyond our minimum 10% resurvey to 20% of the original survey
- d. **Random and Systematic Re-Inspections** – As described above our staff re-inspects, as a minimum, 10% of the original survey (OCTA only requires 5%). Per the agencies requests, our staff will submit PCI reports to the agency as project status reports for their review. Agencies will typically review specific pavement sections for PCI accuracy based on recent overlay or slurry seal maintenance; this serves as an initial accuracy check on our surveys (outside Bucknam QC efforts). Additionally, our staff performs “ride-a-long” surveys with local agency staff to build consensus on how our MicroPAVER/StreetSaver ACOE surveys are performed, recorded and reported on.

Random re-inspections will include a representative selection across the following categories:

- Functional classed (i.e. MPAH, locals);
- Surface types (e.g. AC or PCC);
- Pavement conditions (e.g. good, fair, poor);
- Inspectors;
- Geographical areas, if applicable.

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For systematic re-inspections, this could be due to noticed trends such as specific treatment types (e.g. open-graded mixed), a specific inspector or geographical area. In these cases Bucknam continues to utilize a 10% re-inspection policy.

- e. **PCI Comparison with Past Surveys** - if previous inspection data is available, new PCI's calculated through the most recent inspections will be compared to previous PCI's. If the variance in PCI is greater than +/- 10 PCI points, these sections will be flagged for further investigation and/or re-inspection (In the cases that a PCI increases or decreases by 10 points follows the established CPMPG guidelines; Appendix A, page A-18).
- f. **Schedule of data submittal** – Pending on the City's last major PMP submittal, Bucknam will assist the agency in submitting the following:
 - ❖ Master Plan of Arterial Highways (MPAH) routes will be surveyed and reported on at least once every two years
 - ❖ Local streets will be surveyed and reported on every six years
 - ❖ Corresponding MPAH and local PCI reporting and budgetary reporting will be submitted every two years
- g. **Experience of Inspectors** – Bucknam staff have been trained on the use of MicroPAVER and the ACOE MicroPAVER segment calibration and inspection practices. Mr. Peter Bucknam (Project Manager) and Mr. Shaun Russo (Lead Field Technician) have completed the MicroPAVER Certification of Professional Development courses. All Bucknam field technicians are trained using the ACOE survey methodologies and have passed OCTA's prequalification testing.

Bucknam Infrastructure Group inspectors have attended formal training on pavement condition distress surveys. This training was conducted prior to performing any work using the ASTM D6433-18 protocols, consistent with OCTA's requirements.

Inspector Name	Date of ASTM D6433-18 Training	Training Conducted by
Shaun Russo	3/1/2019	OCTA
Aaron Cohodas	2/15/2020	OCTA
Josh Logsdon	2/15/2020	OCTA
Cade Bucknam	2/15/2020	OCTA

- h. **Field data collection safety procedures** – Bucknam field survey techniques utilize the following procedures:
 - a. All vehicles are properly marked or flagged with appropriate sign markings indicating that a "PAVEMENT SURVEY IS IN PROGRESS"
 - b. All vehicles have the proper flashing amber light beacons placed on the top of the vehicle to allow for proper visibility and line-of-site warning
 - c. Large MPAH routes are surveyed using two field technicians to increase traffic control warning and safety
 - d. While parking or stopping along the survey route, vehicles legally park within the right-of-way or use a parking lot
 - e. All field technicians wear ANSI – 105 Class II safety vests



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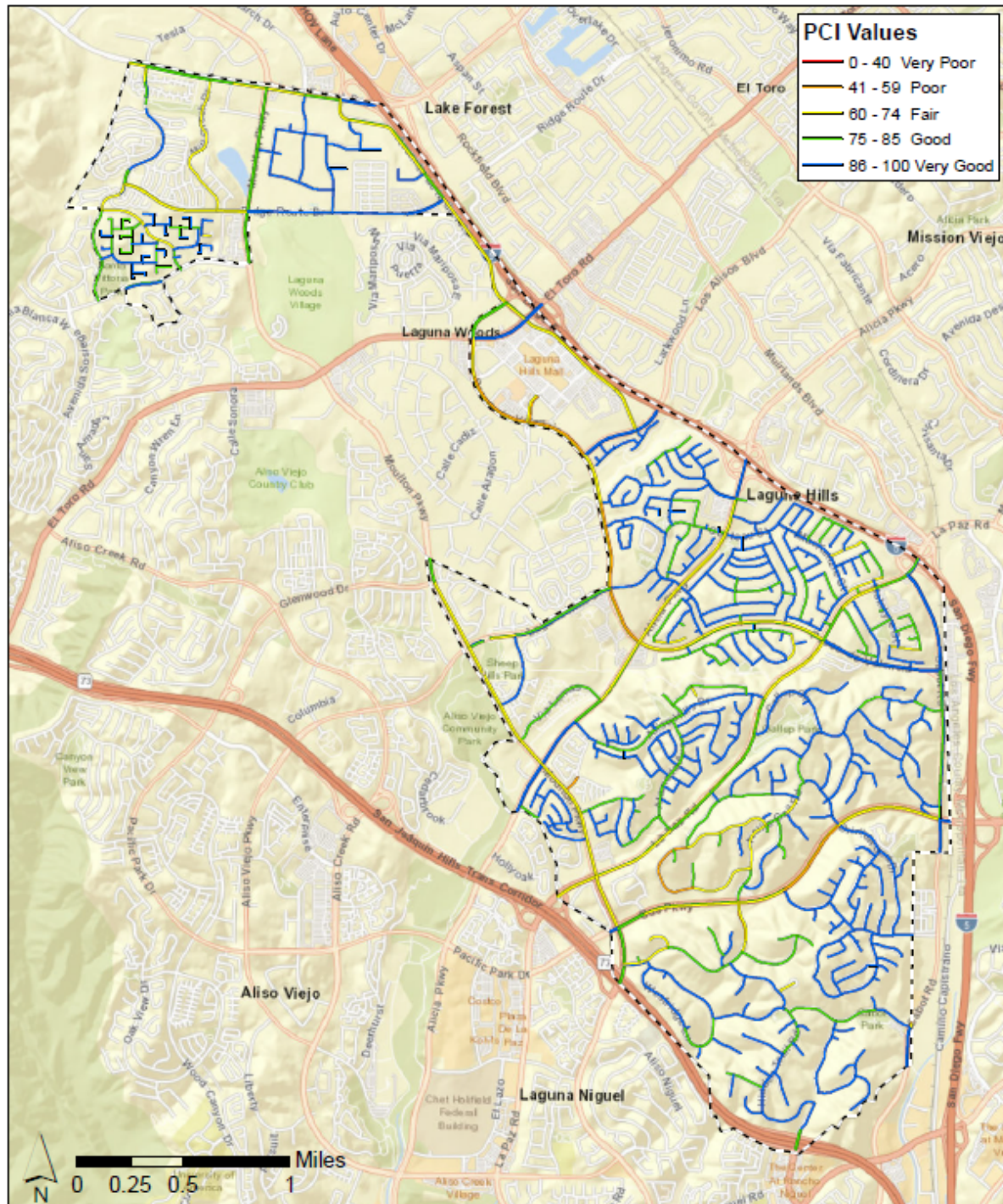
XIV. APPENDIX D – PAVEMENT MANAGEMENT DATA FILES

The City of Laguna Hills MicroPAVER database (.e70 file) has been enclosed for City and OCTA use. This data and the associated reporting data includes:

- Street names and limits for the City's public streets
- Street identifiers (Branch ID, Section ID)
- Direction
- Begin and end of section
- Length, width and true areas
- Functional Classification (MPAH, Local)
- Number of travel lanes
- Pavement Condition Index (PCI) and date of inspection
- Type of recommended treatment
- Cost of recommended treatment

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XV. APPENDIX E – GIS MAPS / CURRENT CONDITIONS



City of Laguna Hills
Current PCI 2020

Prepared by
BUCKNAM
INFRASTRUCTURE GROUP, INC.



CITY OF LAGUNA HILLS

June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Laguna Hills is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Laguna Hills looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (949) 707-2655.

Sincerely,

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

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: **CITY OF LAGUNA HILLS** Plan Date: **JUNE 30, 2020**

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	PAGES 1-3	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 4-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 7-9	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes for constrained, unconstrained, and build-out scenarios.	PAGES 10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 14-19	Provided

I certify that the above statements are true to the best of my knowledge.


 Signature _____ Date June 30, 2020

Kenneth H. Rosenfield, P.E., Assistant City Manager/Director of Public Services
 Printed Name, Title



LOCAL SIGNAL SYNCHRONIZATION PLAN

JUNE 2020



SECTION ONE

TRAFFIC SIGNAL SYNCHRONIZATION

GOALS, POLICIES, AND OBJECTIVES



GOALS

OCTA's Regional Traffic Signal Synchronization Program (Project P) is included as part of the approved Measure M2. Project P is a multi-agency, corridor-based approach that optimizes the performance of traffic signals based on existing traffic patterns. The goals of the program are to improve the flow of traffic on Orange County streets and roads by implementing multi-agency signal synchronization.

The City of Laguna Hills is in concurrence with these goals, and will continue to work cooperatively with OCTA and adjacent jurisdictions to synchronize signals throughout the City on a corridor basis. This cooperation will serve to provide safe, efficient traffic circulation for our local needs as well as future demands, by continuing to improve travel times and reducing stops.

1. The City of Laguna Hills will support the Measure M2 Regional Traffic Signal Synchronization Program goals as published by OCTA.
2. The City of Laguna Hills will support a multi-agency, corridor-based approach that optimizes traffic signals based on existing traffic patterns.
3. The City of Laguna Hills will support the local agency responsibility for signal timing and working with neighboring agencies to develop synchronization timing.
4. The City of Laguna Hills will participate with neighboring jurisdictions in Traffic Signal Synchronization efforts.
5. The City of Laguna Hills will implement its General Plan Policy M-1.2 to "Coordinate intersection signalization to encourage improved traffic flow on arterial streets."

The City of Laguna Hills is part of a joint multi-agency 'central' system that includes the following five (5) local agencies:

- 1) Aliso Viejo
- 2) Laguna Hills**
- 3) Laguna Niguel
- 4) Laguna Woods
- 5) Lake Forest

As traffic signal synchronization corridor projects have been completed, the City of Laguna Hills' traffic signals that were on the Aries system have been transitioned to the central Centrac system. This central Econolite traffic management system allows for street routes to be more easily coordinated across jurisdictional boundaries.

Most recently, the City participated in the completion of the Alicia Parkway and El Toro Road TSSP projects which, in addition to the timing improvements, included upgrading the City's controllers. The on-going TSSP corridor project in which the City is currently participating in this cycle is Moulton Parkway. The City also just started participating on the Los Alisos Boulevard corridor project.



POLICIES

The City of Laguna Hills has adopted an initial Local Signal Synchronization Plan (LSSP), and updates it every three years to maintain M2 eligibility and ensure our transportation system is functioning effectively. As the initial LSSP adoption occurred in December 2010, this is the third cycle of the 3-year updates. The purpose of the LSSP is to implement and maintain coordination of traffic signals along corridors within our City and beyond its borders to regionally maintain safe and efficient flow of vehicular traffic. Project P also provides the opportunity to work with neighboring agencies in order to accomplish mutually-beneficial goals.

It is the City of Laguna Hills' desire and policy to continue participating in and supporting Project P. The City maintains local control and responsibility of all traffic signals within our jurisdiction, and will continue to be responsible for any changes to our signals, equipment, and policies.

OBJECTIVES

The City of Laguna Hills has implemented and maintained corridor-based signal coordination timing via daily traffic signal operations support services. Through these on-going support services, the City periodically evaluates and optimizes coordination signal timing in response to changing traffic volumes and patterns.

The City concurs that Project P is beneficial and needed in order to effectively move people and goods locally and regionally through efficient signal timing. By participating in Project P, the City recognizes the benefits gained from local/regional signal timing and synchronization, as well as from eligible traffic signal and interconnect equipment upgrades. Moreover, the City recognizes this program as a valuable, corridor-based measure for improving air quality by reducing green-house gas emissions. In participating in Project P, as well as using the on-going signal operations support services, it is the City's objective to continue to address regional goals while serving constituents in a reasonable manner.



SECTION TWO

TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES (EXISTING AND PLANNED)



TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

Priority Corridor Network

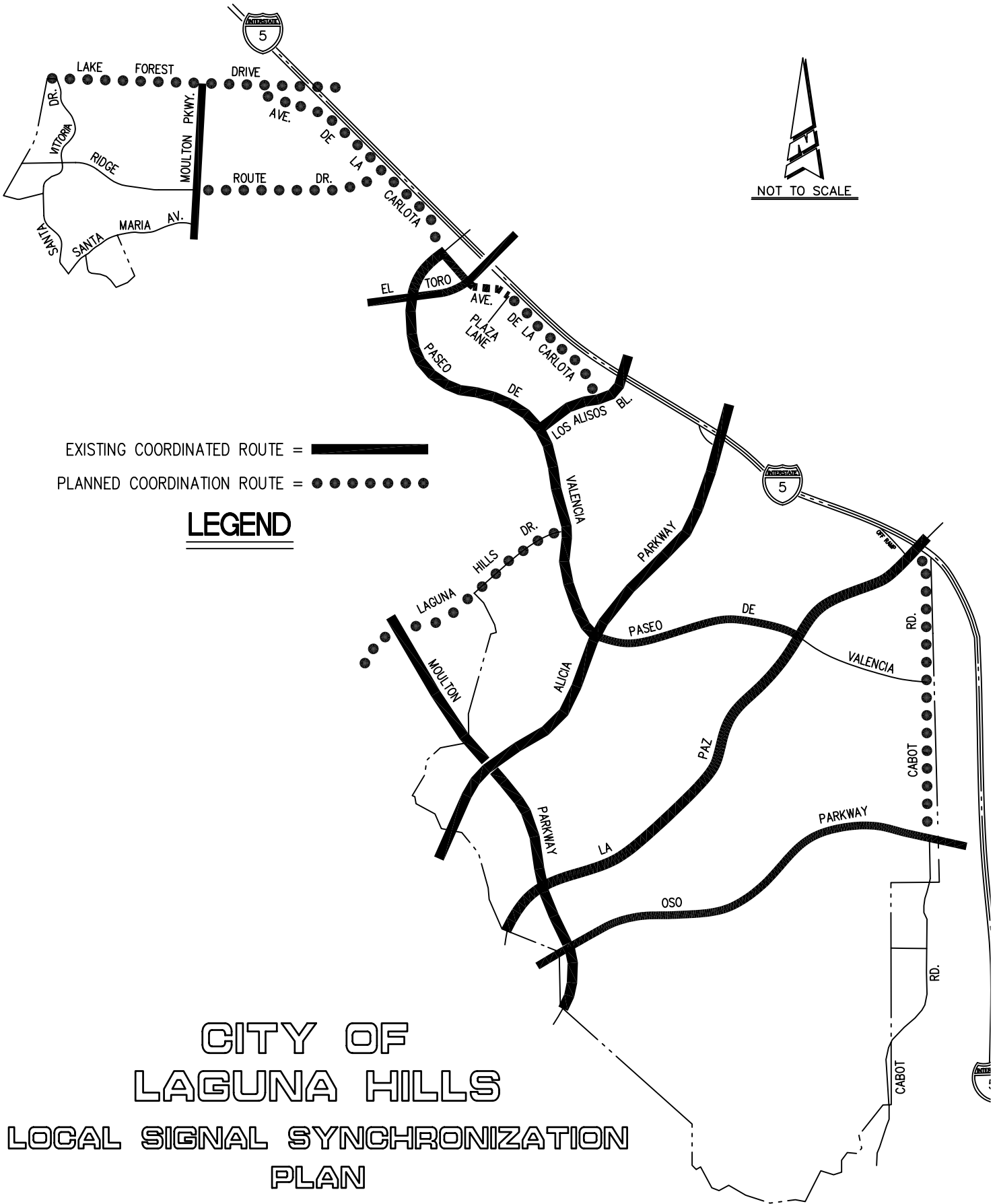
- 1) Alicia Parkway
- 2) El Toro Road
- 3) Lake Forest Drive
- 4) Moulton Parkway
- 5) Oso Parkway

Signal Synchronization Network

- 6) La Paz Road
- 7) Los Alisos Boulevard
- 8) Paseo de Valencia, from El Toro Road to Alicia Parkway

Local Signal Synchronization Network

- 9) Avenida de La Carlota, from Lake Forest Drive to Los Alisos Boulevard
- 10) Cabot Road, from La Paz Road to Oso Parkway
- 11) Laguna Hills Drive, from Moulton Parkway to Paseo de Valencia
- 12) Paseo de Valencia, from Avenida de La Carlota to El Toro Road
- 13) Ridge Route Drive, from Moulton Parkway to Avenida de La Carlota





SECTION THREE

TRAFFIC SIGNAL INVENTORY

Traffic Synchronization Inventory
City of Laguna Hills

Corridor	Cross Street Intersection	Cycle Length				Maintenance Responsibility	Cabinet	Type	Software	Detection	Bike Detection	CCTV	Power Backup	Comm	Other ITS	ATMS	Status
		AM	MID	PM	WKND												
Lake Forest Drive	Carlota (Caltrans)	Free	Free	Free	Free	Caltrans	332	2070		Loops	No		BBS				
	Del Lago	130	120	130	120	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Mill Creek	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Santa Vittoria	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
El Toro Road	Carlota	140	150	150	150	Laguna Hills	P (TS2 Type 2)	Cobalt	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	Regional Center	140	150	150	150	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Paseo De Valencia	140	150	150	150	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
Alicia Parkway	Hon	130	110	130	110	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	Costeau	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Wilkes	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Paseo De Valencia	130	130	130	130	Laguna Hills	P (TS2 Type 2)	Cobalt	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	Community Center	130	130	130	130	Laguna Hills	P (TS1)	Cobalt	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Aliso Hills	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Moulton	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	Ramona	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
La Paz	Cabot	Free	110	110	110	Caltrans	P (TS1)	2070		Loops	No		BBS				
	McIntyre	Free	110	110	110	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Paseo De Valencia	Free	110	110	110	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Loops	No	Other	N/A	Copper		Centracs	Online
	Aliso Hills	60	55	55	55	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
Oso Parkway	Cabot	120	150	150	120	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Bridlewood	120	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Nellie Gail	120	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
Moulton Parkway	Lake Forest	130	120	130	120	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	El Pacifico	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Ridge Route	130	Free	130	Free	Laguna Hills	P (TS2 Type 1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Glenwood	130	Free	130	110	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Laguna Hills	130	Free	130	110	Laguna Hills	P (TS2 Type 1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Via Lomas	130	Free	130	110	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Gordon	Free	Free	Free	Free	Laguna Hills	P (TS2 Type 2)	Cobalt	ASC/3	Video	Yes		N/A	Copper		Centracs	Online
	La Paz	120	120	130	110	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Oso	120	120	130	110	Laguna Hills	P (TS1)	ASC/3	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	Nellie Gail	Free	Free	Free	Free	Caltrans	P (TS1)	2070	ASC/3	Loops	No		BBS				

Attachment: Local Signal Synchronization Plan (2136 : Measure M (M2) Compliance Reporting)

Traffic Synchronization Inventory
City of Laguna Hills

Corridor	Cross Street Intersection	Cycle Length				Maintenance Responsibility	Cabinet	Type	Software	Detection	Bike Detection	CCTV	Power Backup	Comm	Other ITS	ATMS	Status
		AM	MID	PM	WKND												
Paseo de Valencia	Carlota / I-5	140	150	150	150	Laguna Hills	P (TS1)	Cobalt	ASC/3	Video	No	Other	N/A	Copper		Centracs	Online
	La Plata	130	130	130	130	Laguna Hills	P (TS2 Type 1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Magdalena	130	130	130	130	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No	Other	N/A	Copper		Centracs	Online
	Health Center	130	130	130	130	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Los Alisos	130	130	130	130	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
	Kennington	130	130	130	130	Laguna Hills	P (TS2 Type 1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Beckenham	130	130	130	130	Laguna Hills	P (TS2 Type 1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Laguna Hills	130	130	130	130	Laguna Hills	P (TS2 Type 1)	ASC/3	ASC/3	Loops	No	Other	N/A	Copper		Centracs	Online
	Hawk High Way	130	130	130	130	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
Los Alisos Blvd	Carlota	130	Free	130	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
Ave. de La Carlota	Plaza Ln	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Via Puerta	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/2S	ASC/2	Loops	No		N/A	Copper		Aries	Online
	Ridge Route	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/2S	ASC/2	Loops	No		N/A	Copper		Aries	Online
	Oakbrook Village	Free	Free	Free	Free	Laguna Hills	P (TS2 Type 2)	ASC/3	ASC/3	Video	No		N/A	Copper		Centracs	Online
Cabot Rd	Paseo De Valencia	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	El Paseo	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Nellie Gail	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/3	ASC/3	Loops	No		N/A	Copper		Centracs	Online
	Rapid Falls	Free	Free	Free	Free	Laguna Hills	P (TS2 Type 2)	ASC/2S	ASC/2	Loops	No		N/A				Offline
Laguna Hills Dr	Indian Hills	Free	Free	Free	Free	Laguna Hills	P (TS1)	ASC/2S	ASC/2	Loops	No		N/A				Offline
Ridge Route Dr	Peralta	Free	Free	Free	Free	Laguna Hills	P (TS2 Type 2)	ASC/2S	ASC/2	Loops	No		BBS	Copper		Aries	Online

Attachment: Local Signal Synchronization Plan (2136 : Measure M (M2) Compliance Reporting)



SECTION FOUR
TRAFFIC SIGNAL SYNCHRONIZATION SYSTEM
AND THREE YEAR PLAN



3-YEAR OUTLOOK TRAFFIC SIGNAL SYNCHRONIZATION

Funding Needs for Synchronized Operation (*Constrained*)

Reporting Jurisdiction Expenditures: City of Laguna Hills

Type of Traffic Signal Synchronization Expenditures in Year of Expenditure Dollars

MAINTENANCE

PROJECT	FY20/21	FY21/22	FY22/23	TOTAL
Traffic Signal, Communication, and Software Maintenance	\$25,000	\$25,000	\$25,000	\$75,000
Subtotal Maintenance	\$25,000	\$25,000	\$25,000	\$75,000

CONSTRUCTION

PROJECT	FY20/21	FY21/22	FY22/23	TOTAL
Citywide Signal Synchronization (General)	\$0	\$50,000	\$0	\$50,000
Subtotal Construction	\$0	\$50,000	\$0	\$50,000

OPERATIONS

PROJECT	FY20/21	FY21/22	FY22/23	TOTAL
Citywide Signal Timing/Operations Monitoring	\$35,000	\$35,000	\$35,000	\$105,000
Subtotal Operations	\$35,000	\$35,000	\$35,000	\$105,000
	\$60,000	\$110,000	\$60,000	\$230,000

Attachment: Local Signal Synchronization Plan (2136 : Measure M (M2) Compliance Reporting)



3-YEAR OUTLOOK TRAFFIC SIGNAL SYNCHRONIZATION

Funding Needs for Synchronized Operation (*Unconstrained*)

Reporting Jurisdiction Expenditures: City of Laguna Hills

Type of Traffic Signal Synchronization Expenditures in Year of Expenditure Dollars
This budget matches Constrained, since City does not have unfunded needs to report.

MAINTENANCE

PROJECT	FY20/21	FY21/22	FY22/23	TOTAL
Traffic Signal, Communication, and Software Maintenance	\$25,000	\$25,000	\$25,000	\$75,000
Subtotal Maintenance	\$25,000	\$25,000	\$25,000	\$75,000

CONSTRUCTION

PROJECT	FY20/21	FY21/22	FY22/23	TOTAL
Citywide Signal Synchronization (General)	\$0	\$50,000	\$0	\$50,000
Subtotal Construction	\$0	\$50,000	\$0	\$50,000

OPERATIONS

PROJECT	FY20/21	FY21/22	FY22/23	TOTAL
Citywide Signal Timing/Operations Monitoring	\$35,000	\$35,000	\$35,000	\$105,000
Subtotal Operations	\$35,000	\$35,000	\$35,000	\$105,000
	\$60,000	\$110,000	\$60,000	\$230,000



LSSP IMPLEMENTATION – CANDIDATE SIGNAL SYNCHRONIZATION PROJECTS WITH ESTIMATED COSTS

Reporting Jurisdiction Expenditures: City of Laguna Hills

At this time, the City of Laguna Hills has no corridor improvements provided below that may be considered as candidate projects. Consequently, the City does not have any unfunded needs to report.

CORRIDOR	IMPROVEMENT SUMMARY	ESTIMATED COST
N/A		
Total Estimated Cost:		



SECTION FIVE

**TRAFFIC SIGNAL SYNCHRONIZATION ASSESSMENT
REVIEW AND REVISE, AS NECESSARY,
THE TIMING OF TRAFFIC SIGNALS**

**Significant timing plan updates and projects
completed FY 2017/2018 through 2019/2020**

**(Periodic refinements performed as part of
routine monthly reviews are not included)**



Corridor Assessment

OCTA's current 2017 Corridor Synchronization Performance Index (CSPI) map for the City of Laguna Hills corridors shows the following signal synchronization results:

• Alicia Parkway	Tier I (More than 80) CSPI – Very Good
• Cabot Road	Tier III (60.01 – 70) CSPI - Average
• El Toro Road	Tier III (60.01 – 70) CSPI - Average
• La Paz Road	Tier II (70.01 – 80) CSPI – Good
• Lake Forest Drive	Tier III (60.01 – 70) CSPI - Average
• Los Alisos Boulevard	Tier II (70.01 – 80) CSPI – Good
• Moulton Parkway	Tier II (70.01 – 80) CSPI – Good
• Paseo de Valencia	Tier I (More than 80) CSPI – Very Good
• Oso Parkway	Tier III (60.01 – 70) CSPI - Average

The City of Laguna Hills recently participated in the following three (3) Traffic Signal Synchronization Projects, administered by OCTA in cooperation with our neighboring cities:

- 1) Alicia Parkway
- 2) El Toro Road
- 3) Moulton Parkway

Traffic signal synchronization projects for these corridors are either entirely completed or primarily complete, with all implementation (Phase 1) in the field done, and on-going monitoring and maintenance (Phase 2) occurring at this time.

The implemented synchronized corridors now effectively move vehicles between and among the City of Laguna Hills and its adjacent jurisdictions with minimum stops and delays (and improved CSPI results). Not only did the corridors benefit through overall synchronization, they were also improved with traffic signal and interconnect equipment upgrades allowing for signal timing efficiencies and optimization of operations.



Specific Corridor Project Assessment

As mentioned, the City of Laguna Hills participated in three Traffic Signal Synchronization Projects in cooperation with our neighboring cities. The following two corridors were completed during this past cycle with specific CSPI final report results shown below:

<u>Alicia Parkway:</u>		<u>Before</u>	<u>After</u>
• CSPI score for this corridor (average score)		86	108
<u>El Toro Road:</u>		<u>Before</u>	<u>After</u>
• CSPI score for this corridor (<i>PM Peak Hour</i>)			
EB Direction		94.1	104.7
WB Direction		73.8	86.3

The above CSPI After scores represent very good synchronization (Tier I).

Moulton Parkway corridor is still underway, and there are no final report results available at this time.

The overall corridor results are tabulated in Table 5 (following page).

Table 6 (following page) presents the timing revisions information in the requested tabular format. As shown, there have been no other significant timing plan updates over the past three years.



Priorities, Approach, and System Plan

It is important to note that the City has implemented and maintained corridor-based signal coordination timing through daily traffic signal operations consultant support services. These on-going services include monitoring the Centrac/Aries traffic signal management systems collecting data on a 24/7 basis, as well as the daily review of the collected data via Centrac/Aries, especially looking at detector and communication events. These events are quickly forwarded to the City's traffic signal maintenance company for trouble-shooting and repair.

The City strives to move traffic regionally in a safe manner along our corridors, reducing commuter travel times and stops, while minimizing side-street delays that serve our citizens. These services include daily review of all coordination timing with every city arterial driven bi-monthly. Through these services, the City assures that the signal timing is maintained on a daily basis, and is periodically evaluated and fine-tuned in response to changing traffic volumes and patterns.

The City's traffic signal system plan includes upgrades to intersections that are currently being run by older controllers that are over twelve (12) years old and no longer manufactured to the latest Advanced Transportation Controller (ATC) type controllers. The City does desire to continue participating in future Project P corridor projects.



TABLE 5
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION ASSESSMENT, REVIEW, & REVISIONS

LOCAL AGENCY CORRIDOR	TIMING REVIEWED (Past 3 Years)	DID TIMING REQUIRE AN UPDATE?	TIMING UPDATE RESULTS (if available)							
			Speed Travel		Stops per mile		Greens per red		CSPI Score*	
			Before	After	Before	After	Before	After	Before	After
Alicia Parkway	Yes	Yes	27.6 (PM)	31.7 (PM)	12.0 (PM)	7.8 (PM)	N/A	N/A	86	108
El Toro Road	Yes	Yes	28.3-EB 26.1-WB (PM)	34.0-EB 29.4-WB (PM)	0.7-EB 1.0-WB (PM)	0.7-EB 0.8-WB (PM)	4.2-EB 2.4-WB (PM)	4.7-EB 3.2-WB (PM)	94.1-EB 73.8-WB (PM)	104.7-EB 86.3-WB (PM)
Moulton Parkway	Yes	Yes	Not	Available	At	This	Time			



**TABLE 6
SIGNAL TIMING REVISIONS**

PROJECT CORRIDOR	CROSS STREET	CYCLE LENGTH (Before/After)
La Paz Road		Timing was reviewed. No significant changes warranted.
Laguna Hills Drive		Timing was reviewed. No significant changes warranted.
Lake Forest Drive		Timing was reviewed. No significant changes warranted.
Los Alisos Boulevard		Timing was reviewed. No significant changes warranted.
Oso Parkway		Timing was reviewed. No significant changes warranted.
Paseo de Valencia		Timing was reviewed. No significant changes warranted.
Ridge Route Drive		Timing was reviewed. No significant changes warranted.





ATTACHMENT A

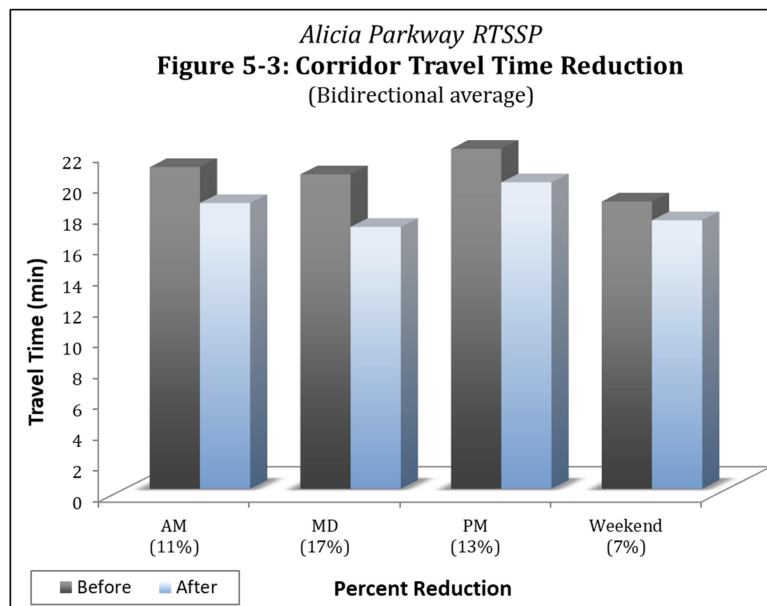
ALICIA PARKWAY
TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

CORRIDOR SYNCHRONIZATION PERFORMANCE INDEX (CSPI)
RESULTS

Alicia Parkway Regional Traffic Signal Synchronization Project

Table 5-1: Before and After Study Results

Time Period Measures of Effectiveness	Bidirectional Average							
	AM		MD		PM		Weekend	
	Before	After	Before	After	Before	After	Before	After
Travel Time (min)	20.8	18.5	20.4	17.0	22.8	19.8	18.6	17.4
<i>Percent Improvement</i>	11%		17%		13%		7%	
Number of Stops	10.3	6.8	9.7	6.6	12.0	7.8	7.8	6.1
<i>Percent Improvement</i>	34%		32%		35%		22%	
Average Speed (mph)	30.2	34.0	30.9	37.1	27.6	31.7	33.8	36.1
<i>Percent Improvement</i>	13%		20%		15%		7%	
Delay (sec)	299.7	203.5	285.1	132.2	387.0	248.4	213.3	138.0
<i>Percent Improvement</i>	32%		54%		36%		35%	



Corridor Synchronization Performance Index

A Corridor Synchronization Performance Index (CSPI) analysis (**Table 5-2**) was also conducted based on the corridor average speed, number of greens per red, and number of stops per mile. Corridor average speeds are calculated using average travel times over the project corridor extents, and do not reflect established speed limits or roadway design speeds. Greens per red signal indicate typical traffic flows through the coordinated corridor, while stops per mile indicate traffic flow over distance traveled. **The corridor average CSPI was 86 before project implementation and 108 after project implementation**, indicating an improvement in traffic operations. For detailed calculations, see **Appendix C2**.

Alicia Parkway Regional Traffic Signal Synchronization Project
Table 5-2: Corridor Synchronization Performance Index

Time Period	Before			After		
	EB	WB	Average	EB	WB	Average
<i>AM</i>	87.6	80.6	84.1	106.7	109.0	107.9
<i>MD</i>	87.6	85.3	86.5	109.0	106.7	107.9
<i>PM</i>	74.8	72.0	73.4	99.8	97.4	98.6
<i>Weekend</i>	106.7	97.0	101.9	109.0	109.0	109.0
CSPI	Before Project Average Score		86	After Project Average Score		108
	Level		Tier 1	Level		Tier 1



ATTACHMENT B

EI TORO ROAD
TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

CORRIDOR SYNCHRONIZATION PERFORMANCE INDEX (CSPI)
RESULTS

ORANGE COUNTY TRANSPORTATION AUTHORITY

EL TORO ROAD TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

FINAL REPORT

There were improvements in MOEs for the majority of peak periods in both directions of travel as presented in **Table 1**. The travel time was reduced by up to 25%, number of stops was reduced by up to 55%, average travel speed increased by up to 35% for the study corridor, and total delay was also recorded to be lowered by up to 58% during the peak periods.

The improvements were also estimated by calculating the changes in Corridor Synchronization Performance Index (CSPI) developed by OCTA. A comparison of “Before” and “After” conditions CSPI is provided in **Table 2** below.

Table 2: Corridor Synchronization Performance Index for “Before” and “After” Conditions

Peak Period	Direction	Performance Measures									
		Average Speed		Greens Per Red		Stops Per Mile		CSPI			
		Before (mph)	After (mph)	Before	After	Before	After	Before	Tier	After	Tier
AM Peak	EB	28.6	30.6	3.5	3.2	0.8	0.8	88.1	I	88.4	I
	WB	25.6	34.0	2.3	4.6	1.0	0.7	71.7	II	105.2	I
Midday Peak	EB	30.5	34.0	3.6	4.6	0.8	0.7	92.1	I	105.0	I
	WB	31.9	34.0	3.8	4.9	0.7	0.7	93.9	I	108.0	I
PM Peak	EB	28.3	34.0	4.2	4.7	0.7	0.7	94.1	I	104.7	I
	WB	26.1	29.4	2.4	3.2	1.0	0.8	73.8	II	86.3	I
Weekend Peak	EB	28.1	34.0	3.6	5.0	0.8	0.7	88.0	I	109.0	I
	WB	29.1	34.0	4.0	4.9	0.7	0.7	93.5	I	108.2	I

As shown in **Table 2**, the CSPI score improved for all peak periods and direction of travel after implementation of new signal timing plans.

BENEFIT/COST ANALYSIS

The California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) version 4.0 was used to estimate the monetary benefits resulting from the traffic signal synchronization of 23 traffic signals along El Toro Road. For these estimates, average daily traffic (ADT) counts collected during the peak periods of implementation were used.

The total savings resulting from reduction in costs associated with travel time, fuel consumption, vehicle maintenance, and greenhouse gases during each of the weekday AM, Midday, and PM, and weekend peak hours are estimated to be **\$5.7 million**. The total consultant labor fee and capital cost for this project is approximately **\$1.3 million**. Therefore, the Benefit/Cost ratio of this project is **4.36:1** within the first three years of implementation. It is notable that there are additional monetary benefits for all performance metrics outside the peak hours that are not quantified in this report.



APPENDIX I

Maintenance of Effort (MOE) Certification Form

Jurisdiction: City of Laguna Hills

Type of GENERAL FUND Transportation Expenditures:

Please complete and attach supporting budget documentation for each line item listed below, if the MOE certification is based on the MOE benchmark by dollar value. For FY 2020-21 only, the table does not need to be completed if the Agency is certifying to meet the percentage of general fund revenues.

MAINTENANCE	Total Expenditure
Street Sweeping	\$ 141,000.00
Signal Maintenance Contract	\$ 154,000.00
Utilities	\$ 430,000.00
Personnel	\$ 151,690.00
Miscellaneous Contract and other Maintenance	\$ 252,000.00
Public Works Maintenance and Operations	\$ 535,500.00
Subtotal Maintenance	\$ 1,664,190.00

CONSTRUCTION	Total Expenditure
Streets, Signals and Lighting	\$ 100,000.00
Flood Control and Water Quality	\$ 200,000.00
Subtotal Construction	\$ 300,000.00

INDIRECT/OTHER	Total Expenditure
Operating Expenditures	\$ 10,000.00
Subtotal Indirect/Other	\$ 10,000.00

Total General Fund Transportation Expenditures	\$ 1,974,190.00
(Less Total MOE Exclusions ¹)	\$ 635,500.00
MOE Expenditures	\$ 1,338,690.00
MOE Benchmark Requirement²	\$ 331,579.00
(Shortfall) / Surplus	\$ 1,007,111.00

Certification:

I hereby certify that:

- ☒ The City/County of Laguna Hills is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for Measure M2 Eligibility purposes
- ☒ The City/County of Laguna Hills's MOE Reporting Form is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties" and;

Choose one of the following:

- ☒ The City/County of Laguna Hills certifies that the budgeted MOE expenditures meet the fiscal year (FY) FY 20-21 MOE benchmark requirement based on dollar value.

or

- ☐ The City/County of _____ certifies that it will meet the MOE % of general fund revenues and has included in its budget for FY 2020-21 the use of local discretionary funds for streets and roads purposes that is equal to _____% (Use percentage in MOE Benchmark by Local Agency Table) of the City's budgeted general fund revenues.

Janice Mateo Reyes
Finance Director Signature

Janice Mateo Reyes
Finance Director (Print Name)

5/25/20
Date

¹Funding sources include Measure M, federal, state, redevelopment, and bond financing.

²MOE benchmark requirement was modified in light of the coronavirus pandemic. To calculate the City's FY 2020-21 MOE benchmark requirement, please refer to the updated MOE benchmark table that was approved by the Board of Directors on May 11, 2020.

MAINTENANCE OF EFFORT REPORTING FORM

Attachment - Construction Schedule

Fiscal Year 2020-21

CONSTRUCTION

Streets, Signals and Lighting

184 La Paz Road Widening(McIntyre to Cabot)

\$ 100,000	\$ -	\$ -	\$ 100,000
100,000	-	-	100,000

Flood Control

410 NPDES / Water Quality Program

\$ 200,000	\$ 200,000	\$ -	\$ -
200,000	200,000	-	-

Totals

\$ 300,000	\$ 200,000	\$ -	\$ 100,000
		<i>MOE Exclusion</i>	<i>MOE Exclusion</i>

Maintenance

Street Sweeping

141,000 141,000

Signal Maintenance Contract

154,000 154,000

Utilities

430,000 430,000

Personnel

151,690 151,690

Miscellaneous Contract and other Maintenance

252,000 252,000

Public Works Maintenance and Operation

535,500 -

1,664,190

1,128,690

535,500

MOE Exclusion

MOE Exclusion

Administrative/Other

Operating Expenditures

10,000 10,000

10,000

10,000

-

-

Total General Fund Transportation Expenditures

1,974,190

1,338,690

535,500

100,000

MOE Exclusions

\$ **635,500**

Note: Amount reported in Meas M 7yr CIP program (see Staff Report&Resolution on CC Mtg 1/10/12) 90% of 100.355.720.400 budget per Ken **(\$595,000*90%= \$535,500)**

Attachment: OCTA Maintenance of Effort Reporting Form (2136 : Measure M (M2) Compliance Reporting)



June 5, 2020

Mr. Joesph Alcock
Section Manager, Measure M Local Programs
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584

SUBJECT: CITY OF LAGUNA HILLS MEASURE M (M2) ELIGIBILITY FY 2020/2021

Dear Mr. Alcock:

In order to remain eligible for the renewed Measure M (M2), Cities have to provide OCTA with its strategies to accommodate transit and non-motorized transportation. Some of the policies and goals of the City, as listed in the Land Use and Mobility Element of the City's General Plan, that accommodate transit and non-motorized transportation are listed below:

- Provide an efficient street network within the community.
- Utilize traffic calming and other techniques to improve safety for motorists, pedestrians, and cyclists;
- Increase cycling and walking in the community through expanded networks and amenities;
- Enhance the character and identity of Laguna Hills;
- Encourage alternatives to driving by promoting transit use and other innovative mobility strategies; and
- Provide appropriate parking and use creative parking solutions to manage parking.

The relevant sections of the Land Use and Mobility Element of the City's General Plan have been attached to this letter.

You may contact me with any questions at (949) 707-2657.

Sincerely,

Amber M. Shah, P.E.
Associate Civil Engineer

Attachments: City of Laguna Hills' General Plan relevant sections

Use Element. Table LU-3 summarizes the land use distribution, and the resultant residential and nonresidential levels of development that can be expected from full implementation of land use policies established by this General Plan. Given the largely built-out character of Laguna Hills and the good condition of most buildings, significant redevelopment activities may not occur over the life of this General Plan. However, within opportunity areas described in this Element, future land use changes are anticipated.

Goals and Policies

The goals and policies section sets both broad and specific direction for the future of the City based on identified issues, as captured in the Guiding Themes and expressed by the community, City staff, and decision makers.

Five major issue areas are addressed in the goals and policies of the Land Use Element. These major issues are:

- Creating more active centers within the community through better physical and social connections;
- Protecting and enhancing established neighborhoods;
- Providing sustainable development opportunities in specific areas;
- Beautifying and enhancing the character of the community; and
- Promoting responsible economic development.

ACTIVITY CENTERS AND COMMUNITY CONNECTIONS

The residents of the City value the existing character of Laguna Hills and seek to enhance the City's attributes by encouraging pedestrian-friendly design that promotes physical connections between places and neighborhoods, and social connections between residents. Laguna Hills values well-landscaped, secure, clean, and human-scaled neighborhoods and business districts that accommodate walking. It is important to provide linkages that connect neighborhoods to schools, community centers, parks, and commercial services. Areas identified for mixed use development are defined by pedestrian-oriented streetscapes, and frequented as local gathering places (i.e., cafes, restaurants, plazas). These areas support surrounding neighborhoods and contribute to a more compact and consistent pattern of development.

Goal LU-1: Create diverse and vibrant activity centers and events that bring people together as a community.

Policy LU-1.1: Encourage new mixed use developments in the Urban Village, and other strategic locations, that complement and enhance Laguna Hills' existing community character.

Policy LU-1.2: Encourage the compatible integration of residential and service retail uses in proximity to job centers.

Policy LU-1.3: Promote intensified and revitalized land uses in the Urban Village within traffic, parking, and transit capabilities.

Policy LU-1.4: Promote walkability throughout the community through enhanced pedestrian amenities, attractive streetscapes, plazas, and civic gathering areas.

Policy LU-1.5: Bring commercial buildings close to the street, in appropriate areas, to create a livelier pedestrian realm that encourages window shopping and increased interaction.

Policy LU-1.6: Increase opportunities for pedestrian and bicycle connections to activity centers by well-designed and shaded pathways.

Policy LU-1.7: Promote and advertise community events in creative ways that ensure all segments of the community are encouraged to participate.

Policy LU-1.8: Support events and activities that cross area and neighborhood boundaries to bring together all segments of the community.

RESPECT FOR EXISTING NEIGHBORHOODS

Laguna Hills values the character of its existing neighborhoods, as they contribute to the extraordinary quality of life in the City. The goals and policies in this section identify how the City will continue to pursue proactive land use planning while protecting, maintaining, and enhancing existing neighborhoods. These policies ensure that new development complements and reinforces the unique characteristics of existing neighborhoods through sensitive infill and transitions in scale from adjacent centers and corridors.

Goal LU-2: Ensure development is compatible and interdependent with neighboring uses.

Policy LU-2.1: Preserve the distinctive character of residential neighborhoods by applying adopted design standards to new renovation projects.

Policy LU-2.2: Improve connections with surrounding uses by enhancing landscaping, providing pedestrian connections, incorporating green areas, and planting street trees.

Policy LU-2.3: Pursue code enforcement actions to ensure proper maintenance of homes, buildings, yards, and neighborhoods in all areas of the City.

Policy LU-2.4: Protect existing neighborhoods from the encroachment of incompatible activities and land uses.

Policy LU-2.5: Require the use of buffers and transitional areas, such as increased setbacks and extensive landscaping, between new activities and existing land uses.

Policy LU-2.6: Discourage high traffic-generating uses such as drive-throughs adjacent to sensitive uses such as schools, medical and assisted care facilities, and residential neighborhoods.

Policy LU-2.7: Expand the use of transitional and buffer areas to buffer sensitive uses from freeways, arterials, point sources of water pollution, hazardous materials, and noise.

Policy LU-2.8: Minimize impacts to surrounding neighborhoods and land uses through context-sensitive site design and architecture.

SUSTAINABLE AND CREATIVE INFILL DEVELOPMENT

Strategic growth and change in Laguna Hills will preserve existing viable neighborhoods while targeting new development to aging and underutilized commercial areas. The form of new development will be compact, mixed use and pedestrian oriented that will enhance the quality of life through improved connectivity with other parts of the City, greater access to amenities, enhanced safety, and greater housing and employment choices. New development will contain energy- and resource-efficient buildings and landscapes, access to effective public transit, and attractive pedestrian-friendly streets.

Goal LU-3: Encourage infill development that involves the revitalization of property in an economically and environmentally sustainable manner.

Policy LU-3.1: Encourage smart growth and sustainability principles as part of new development and redevelopment activities.

Policy LU-3.2: Encourage new development that uses land efficiently and offers flexibility to changing resident and shopping needs, contributing to the long-term vitality of the community.

Policy LU-3.3: Ensure safe, efficient pedestrian connections are made between adjacent neighborhoods, sidewalks, parking areas, and entrances to stores.

Policy LU-3.4: Incorporate open spaces, plazas, and outdoor dining areas into new development and redevelopment to provide visual relief and community gathering spaces.

Policy LU-3.5: Encourage public art and interactive landscape and design features to create interest and a sense of community.

Policy LU-3.6: Promote the design and placement of buildings to provide opportunities for solar and wind energy and passive cooling.

Policy LU-3.7: Support the upgrade of existing buildings and landscapes for energy efficiency, water conservation, and runoff reduction.

Policy LU-3.8: Encourage energy-efficient design features, including appropriate site orientation, use of light-colored or green roofing and building materials to reduce energy consumption related to heating and cooling.

Policy LU-3.9: Promote the use of green building and landscaping techniques consistent with Leadership in Energy and Environmental Design (LEED) and other relevant sustainability principles in both public and private development and redevelopment projects.

Policy LU-3.10: Create safe, inviting, and functional pedestrian and cyclist environments in new public and private development.

Policy LU-3.11: Provide incentives for development that enhance the environment, offer excellent urban design, and provide public amenities.

Policy LU-3.12: Incorporate Crime Prevention through Environmental Design (CPTED) measures and “visible spaces” into new developments as a means of promoting safe environments.

Policy LU-3.13: Use landscaping and urban design techniques to break up large parking areas and long monotonous walls in new development and redevelopment projects.

ENHANCING THE COMMUNITY'S IDENTITY

Bolstering the unique attributes of Laguna Hills is an important goal for the City. The unique character helps retain residents and workers and attracts visitors to the community. Policies in this section strive to enhance the beauty, image, connectivity and character of Laguna Hills and provide more distinction to the City.



Landscaping, trees, sidewalks, and bike lanes also help serve as traffic calming techniques. Numerous traffic calming measures are available to slow traffic and enhance safety. The selection of appropriate traffic calming techniques for a given area will require a comprehensive site specific study by the City and/or appropriate local, regional, or state agencies.

Traffic calming measures can result in varying degrees of liability exposure to the City. Therefore, such measures must incorporate engineering design features and practices that do not result in unacceptable exposure for the City.

WALKING AND CYCLING, AND BEAUTIFUL STREETS

Walking

Walkability, access, and connections are essential components of a mobility system that easily and specifically accommodates pedestrians. Walkability is fostered by wide sidewalks, safe street crossings, features that encourage cautious driving, a pleasant and safe environment, and destinations to walk to. Walkways, safe crossings, paths, trails, and pedestrian short-cuts allow people to get from one destination point to another with ease. These features are important for providing connections to schools, parks, shopping, jobs, and between neighborhoods. Children, in particular, should be able to walk safely to school. Increased numbers of people walking along streets create a safer environment and thereby encourage others to also walk. High levels of pedestrian activity support active and vibrant urban communities.

In Laguna Hills, walkable environments will be created and enhanced by providing a pedestrian network that connects activity areas. Pedestrian improvements such as timed crosswalks, pedestrian grade separations from traffic, and enhanced lighting in areas with homes, jobs, shops, and schools can promote walkability and can help increase walking as a means of transportation and recreation. This reduces automobile travel and contributes to the overall health, vitality, and sense of community. The City will also strive to beautify certain streets within the community to add aesthetic appeal to various areas and enhance the City's overall identity.

Bikeways

Bicycling for recreation and transportation is a practical option for many in Laguna Hills. Increasing cycling opportunities in the City is an important Citywide goal. To achieve this goal, the City will provide



a convenient network of bike paths and lanes that connect residences, jobs, shopping, services, transit, recreation, civic uses, and schools. Convenient and secure bicycle parking, showers at places of employment, and an educated driving public can make biking more attractive. The City has an existing system of bikeways that provide internal community links as well as bicycle access to many of the surrounding communities. Laguna Hills utilizes the standards developed by Caltrans to classify bikeways within the City. Table M-2 describes the bike standards as well as general locations within the City.

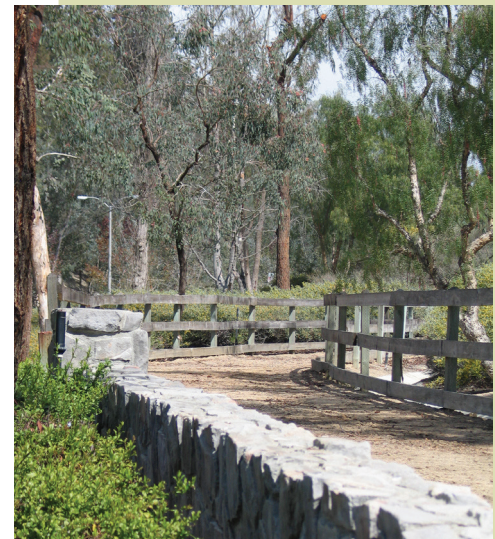
Table M-2
Bikeway Classification Description

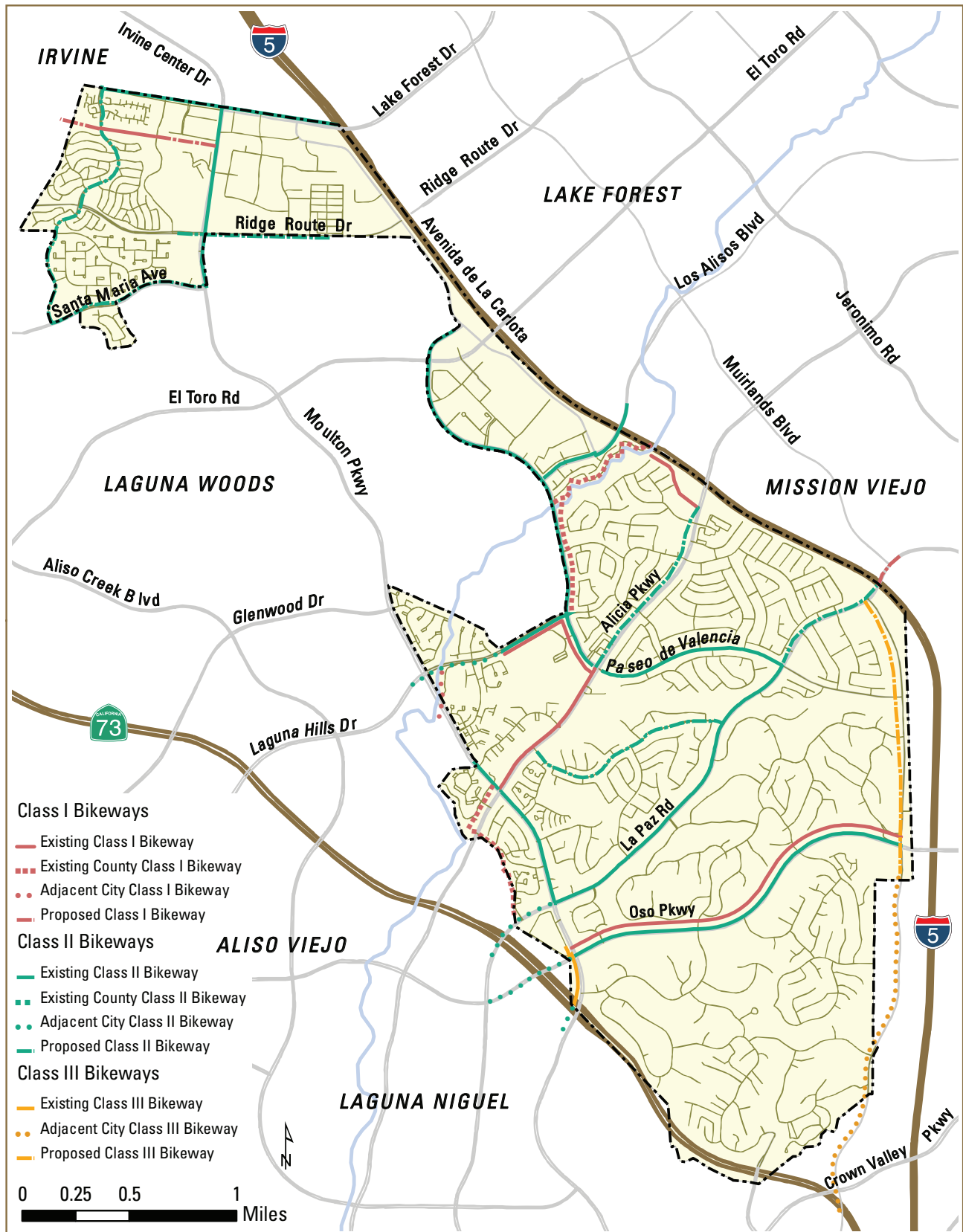
Type	Description	Location
Class 1 – Bike Path	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized	Portions of Aliso Creek, the San Diego Freeway, Oso and Alicia parkways, Paseo de Valencia, and through Veeh Ranch Park.
Class 2 – Bike Lane	Provides a striped lane for one-way bike travel on a street or highway.	Portions of Moulton, Alicia, and Oso parkways, Paseo de Valencia, Ridge Route, Lake Forest and Laguna Hills Drives, Los Alisos Boulevard, and La Paz Road.
Class 3 – Bike Route	Provides for shared use with pedestrian or motor vehicle traffic.	Portions of Cabot Road, Moulton Parkway, and Avenida de La Carlota.

In addition to the bikeways listed in Table M-2 and illustrated in Figure M-3, several arterials in the City have sufficient right-of-way to accommodate additional bikeways and could fill in missing links in the City's bike network. The City will continue to explore opportunities to upgrade and expand the bike network. A comprehensive bike network will provide an alternative to driving and will connect neighborhoods to shopping, jobs, services, schools, other activity centers, as well as the regional transportation systems.

Recreational Trails

Laguna Hills contains a network of pedestrian and equestrian trails that traverse portions of the City and connect to trails outside of the City, including nearby wilderness areas. Trails enhance community mobility and provide opportunities for recreation and exercise. A well-defined, interconnected trail system can also reduce dependence on the automobile for short local trips. The Conservation and Open Space Element describes the trail system.





Source: City of Laguna Hills, 2001.

Figure M- 3
Bicycle Network

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

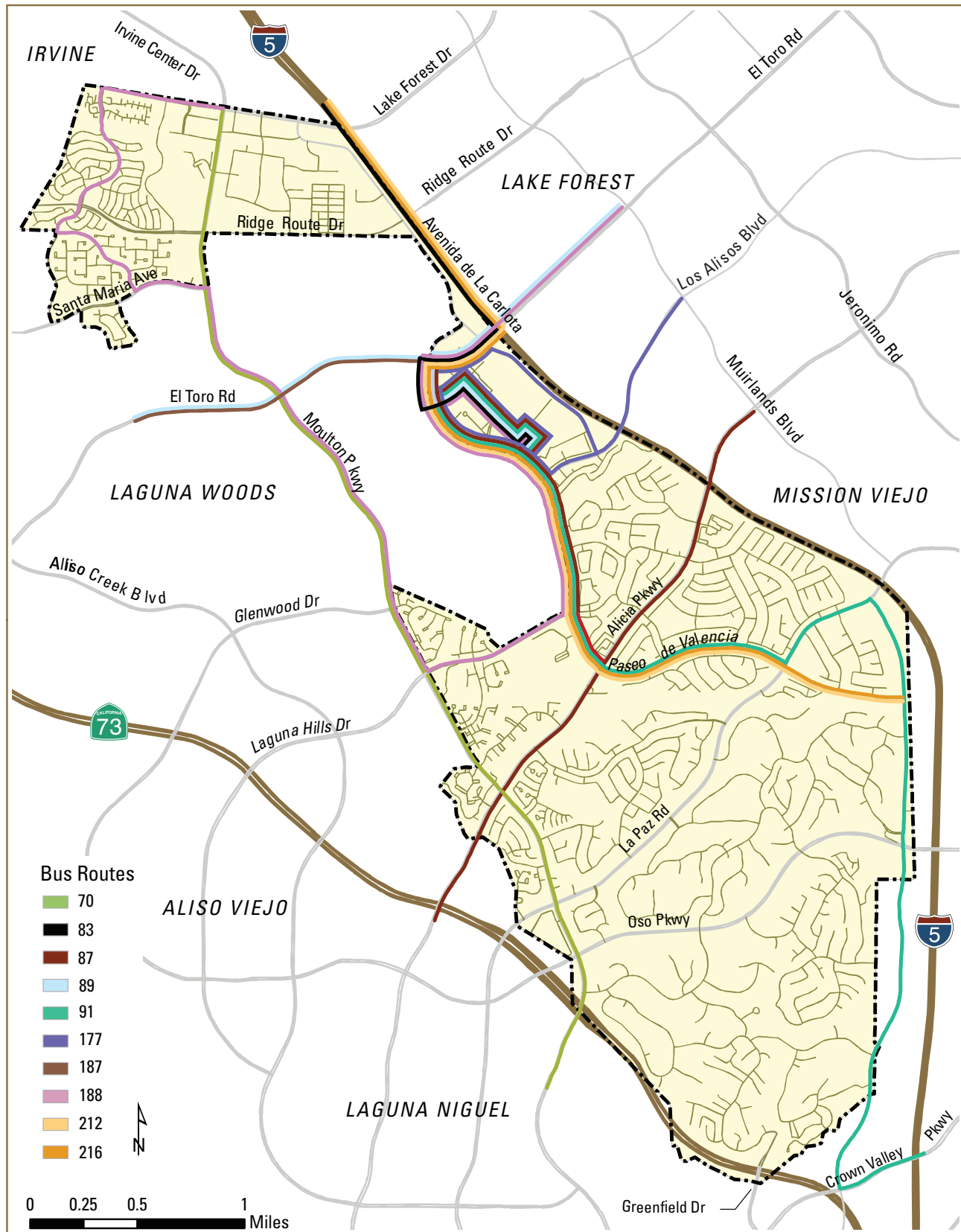
An effective and efficient transit network is an important component of the Mobility Element. Connecting neighborhoods, shopping, services, and recreation areas to transit will reduce reliance on vehicles and achieve environmental benefits. As opportunity areas redevelop and provide additional housing, appropriate and effective transit should be in place.

Public bus service in Laguna Hills is provided by the Orange County Transportation Authority (OCTA). OCTA transit routes provide access to residences, jobs, recreation areas, civic uses, shopping, and services throughout Laguna Hills, and connect to numerous other destinations in Orange County. Some of the routes also connect to Metrolink and Amtrak rail services just south of the City in Laguna Niguel and north of the City in Irvine, at the Irvine Transportation Center. OCTA routinely updates its long-range service plans to respond to necessary changes to service levels and route configurations. Currently, 10 fixed routes provide bus service to portions of Laguna Hills. Table M-3 and Figure M-4 detail OCTA bus routes that provide service to Laguna Hills as of 2008. All routes, except bus route 70, serve the Laguna Hills Transportation Center, which is located near the Laguna Hills Mall. A park and ride facility is also located at the Laguna Hills Transportation Center and in the Laguna Hills Mall parking lot.

Table M-3 OCTA Bus Routes Serving Laguna Hills, 2008	
Route	Origin and Destination
70	Sunset Beach – Dana Point
83	Anaheim – Laguna Hills
87	Rancho Santa Margarita – Laguna Niguel
89	Mission Viejo – Laguna Beach
91	Laguna Hills – San Clemente
177	Foothill ranch – Laguna Hills
187	Laguna Hills – Dana Point
188	Laguna Hills – Irvine
212	Irvine – San Juan Capistrano Express
216	San Juan Capistrano – Costa Mesa Express

Source: Orange County Transportation Authority, 2008.

Expanding transit and paratransit options, including promoting increased use of transit among City residents and employees is an important City objective. The City will coordinate with OCTA to expand and improve bus service within the City, especially as opportunity areas redevelop and additional housing, shopping, and services are added. Where appropriate as justified by ridership, the City will also encourage the provision of attractive, well designed, and appropriate transit amenities such as shaded bus stop or shelters. No advertisements shall be allowed on bus stops/shelters/benches within the City.



City Boundary Major Streets
Local Streets Freeway/ Toll Road

Source: OCTA, 2008.

Figure M - 4
Orange County Transportation Authority
Bus Routes, 2008



Paratransit

The Americans with Disabilities Act (ADA) requires all public transit operations to provide paratransit (door-to-door) service to persons whose disabilities prevent them from using accessible fixed-route public transit. Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. In Laguna Hills, OCTA provides shared-ride paratransit services via the ACCESS program for people who are unable to use the regular, fixed-route bus service because of functional limitations caused by a disability.

Rail Service

Rail service is an important mobility option for residents of Laguna Hills to reach destinations outside of the City. Although the City of Laguna Hills is not directly served by rail, the Laguna Niguel/Mission Viejo rail station is located approximately ½ mile south of Laguna Hills, within the City of Laguna Niguel. The Irvine station is located approximately 3 miles north of the City on Barranca Parkway. Both Metrolink and Amtrak trains serve these stations. Metrolink provides daily service to these stations, including weekends, via the Orange County Line, and the Inland Empire - Orange County Line.

The OCTA Board of Directors approved the Metrolink Service Expansion Program (MSEP) in 2005 with the goal of improving the frequency of rail service between the Fullerton and Laguna Niguel/Mission Viejo stations. Service could be expanded to provide trains every 30 minutes between these stations. Included in the program are station enhancements at the two stations nearest Laguna Hills: Irvine and Laguna Niguel/Mission Viejo. Improvements to the Irvine Station, including a 1,500-space parking structure, have been completed. Future improvements have been identified for the Laguna Niguel/ Mission Viejo station.

PARKING

Parking availability is important for the overall quality of life in Laguna Hills and the vitality of shopping and service areas. A lack of parking frustrates residents, businesses, and visitors, while too much parking wastes valuable land and impedes the City's economic, aesthetic, and environmental objectives. Greater management of parking spaces in the City can help achieve mobility, environmental, and community development goals. As portions of the City redevelop, additional parking may be necessary to accommodate greater intensity of development. It is important that parking demand generated by future development does not negatively impact adjacent uses and neighborhoods. The City will utilize a broad range of parking management tools and strategies to avoid excessive parking requirements and to prevent parking spillover effects.

Goals and Policies

The goals and policies section sets both broad and specific direction for the future of the City based on identified issues, as captured in the Guiding Themes and expressed by the community, City staff, and decision makers.

Six major issue areas are addressed in the goals and policies of the Mobility Element. These major issues are:

- Providing an efficient street network within the community;
- Utilizing traffic calming and other techniques to improve safety for motorists, pedestrians and cyclists;
- Increasing cycling and walking in the community through expanded networks and amenities;
- Enhancing the character and identity of Laguna Hills;
- Encouraging alternatives to driving by promoting transit use and other innovative mobility strategies; and
- Providing appropriate parking and using creative parking solutions to manage parking.

EFFICIENT LOCAL AND REGIONAL SYSTEM

Safe and convenient access to jobs, housing, and other activities in the community can be provided by a well-designed local street system that connects to a well-developed regional circulation system. Planning for the needs of Laguna Hills necessarily involves coordinating the related transportation needs and planning efforts of surrounding cities, Orange County, regional agencies, and the State and federal government.

Goal M-1: Provide a safe and efficient local transportation system consistent with the general County standards and the regional system.

Policy M-1.1: Consider and address regional traffic generation and impacts from development in surrounding communities when planning improvements to the local circulation system.

Policy M-1.2: Coordinate intersection signalization to encourage improved traffic flow on arterial streets.

Policy M-1.3: Require new development and redevelopment to minimize traffic impacts and to incorporate mitigation or payment of “fair share” of improvements.

Policy M-1.4: Work with neighboring cities to address impacts of new development that cross jurisdictional boundaries.

TRAFFIC CALMING AND SAFETY

Policies in this section seek to enhance vehicular, pedestrian, and bike safety in Laguna Hills by providing better traffic management, traffic calming techniques, and enforcement of traffic laws. In particular, traffic calming techniques in appropriate locations can reduce vehicle speeds, discourage shortcutting traffic, and improve the pedestrian environment.

Goal M-2: Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists.

Policy M-2.1: Enhance traffic safety in the community using traffic engineering evaluations and site specific traffic calming measures determined appropriate for the selected location and street.

Policy M-2.2: Increase enforcement of traffic laws in high accident rate areas.

Policy M-2.3: Reduce congestion in areas surrounding schools, parks, and other activity centers by applying effective traffic management solutions.

Policy M-2.4: Protect residential neighborhoods from cut-through traffic and other traffic-related issues by continuing to implement appropriate traffic engineering measures.

WALKING AND CYCLING

Walking and bicycling, for both recreation and commuting, play increasingly significant roles as alternatives to the automobile. A safe, accessible pedestrian and biking network will connect key activity centers within the community to promote walking and biking in Laguna Hills. A variety of techniques, such as street trees, bike racks, enhanced crosswalks, street furniture, and way finding signs, will contribute to an increased walking- and bike-friendly community.

Goal M-3: Create a community where walking and cycling are practical, safe, and fun options for travel.

Policy M-3.1: Continue to extend and maintain pedestrian paths, bikeways, and equestrian trails that connect to local and regional activity centers.

Policy M-3.2: Increase walkability by making sidewalk improvements, increasing shade trees, providing street furniture (such as benches and water fountains), and improving access ramps.

Policy M-3.3: Enhance lighting and crosswalks for safety, if needed, at the busiest locations and activity centers in Laguna Hills.

Policy M-3.4: Fill in gaps in the bikeway system and enhance the current system with more shade from trees, improved signage, and striping.

Policy M-3.5: Discourage frequent driveway curb cuts along Mobility Element roadways and encourage reciprocal access between properties to minimize the number of conflict points between autos, pedestrians, and cyclists.

Policy M-3.6: Make improvements that support safe routes to schools, parks, and neighborhood activity centers.

Policy M-3.7: Encourage the provision of bicycle facilities in activity centers, places of employment, and public transit systems.

BEAUTIFUL STREETS

Beautifying the streets of Laguna Hills, through landscaping and other features, will contribute to a greater sense of place and bolster the City's identity. Enhanced streetscapes are also more pleasant for pedestrians and contribute to the overall walkability of the community.

Goal M-4: Enhance the City's streetscapes and beautify the overall driving experience in Laguna Hills.

Policy M-4.1: Enhance major entryways, arterials, and the median islands adjacent to activity centers through the use of gateway features, signs, wayfinding markers, lighting, and landscaping.

Policy M-4.2: Create streetscapes that are interesting, attractive, and improve water quality.

Policy M-4.3: Preserve designated scenic vistas and views of natural and man-made landmarks as viewed from the City's arterials.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

An efficient and successful transit system in Laguna Hills will contribute to reduced traffic congestion, reduce the need for costly roadway improvement projects, and improve air quality. Transit also provides mobility options to those residents who cannot drive or choose not to drive, such as youth and seniors.

Transportation demand management strategies will help to address a

variety of traffic problems and provide secondary economic, social, and environmental benefits. Transportation demand management strategies are some of the most cost-effective ways to improve mobility in the community.

Goal M-5: Promote a variety of alternative modes of travel and creative solutions to reduce single occupancy vehicle travel.

Policy M-5.1: Promote express bus routes and paratransit service to regional activity centers, such as college campuses, Metrolink, and John Wayne Airport.

Policy M-5.2: Encourage ridesharing and transit use through public education programs.

Policy M-5.3: Work with private developers to implement creative transportation demand management solutions, such as ride-sharing, carpooling, and flexible work schedules.

Policy M-5.4: Educate residents of all ages about local mobility choices.

Policy M-5.5: Work with local schools to improve and advertise nonautomotive options for youths and teens to get to school and after-school activities.

Policy M-5.6: Evaluate the transportation needs of seniors, including paratransit service for seniors and disabled persons.

Policy M-5.7: Where appropriate based on ridership, provide non-advertising transit shelters and benches that are appropriately located, well designed, comfortable, and attractive.

PARKING

Vehicular parking is a necessary component of any land use. New development and redevelopment projects will provide sufficient parking to meet the generated demand. At the same time, the City will employ innovative parking management solutions to avoid excessive parking requirements that detract from the economic, environmental, and aesthetic objectives of projects. Reduced parking requirements may be provided in areas that are highly walkable and well served by transit.

Goal M-6: Ensure adequate parking is provided for all uses in the community without unnecessarily impeding new development and redevelopment.

Policy M-6.1: Reduce the amount of land devoted to parking, if feasible, by integrating multiple use and creative parking solutions that still provide adequate parking for all uses.

Policy M-6.2: Provide options for convenient and accessible parking that foster economic growth and protect the quality of life of the residential neighborhoods.

Policy M-6.3: Develop flexible and creative solutions for parking in the Urban Village that respect its proximity to transit and park and ride, and its mix of uses.

Policy M-6.4: Encourage parking in shared surface lots or parking structures to make the most efficient use of land.

Policy M-6.5: Identify solutions to neighborhood- and activity-specific parking issues through implementation of a broad range of parking management tools and strategies.

Summary of Approach

The goals, policies, and programs in the Mobility Element will help the City to improve streets for safer automobile travel and for pedestrians, bikes, and transit users. The Mobility Element encourages safer travel and the use of alternative transportation options with particular emphasis on improvements to community connectivity through enhanced pedestrian and bicycle routes and greater transit use. Table M-6 identifies the six major issue areas guiding the Mobility Element. These major issues represent the direction the City will take in its mobility goals, policies, and programs to implement the vision of Laguna Hills as captured in the Guiding Themes and expressed in the Mobility Plan.

Table M-4
Description of Actions to Address Mobility Issues

Issues	Element	Section	Policy	Programs	Figure	Table
Efficient Local and Regional System	Mobility	Efficient Local and Regional System	M-1.1 through M-1.4	M-1 through M-4, M-8	Figure M-1 (Street Network)	Table M-1 (Level of Service Description)
Traffic Calming and Safety	Mobility	Traffic Calming and Safety	M-2.1 through M-2.4	M-6, M-10	Figure M-2 (Traffic Calming Techniques)	
Walking and Cycling	Mobility	Walking and Cycling	M-3.1 through M-3.7	M-4 through M-7	Figure M-3 (Bicycle Network)	Table M-2 (Bikeway Classification Description)
	Conservation and Open Space	Parks and Play	COS-1.17, 2.1, 2.3, 2.8	COS-6	COS-3 (Trails Plan)	COS-5 (Existing Pedestrian/ Equestrian Trails and Multi-use Corridors within Laguna Hills)
Beautiful Streets	Mobility	Beautiful Streets	M-4.1 through M-4.3	M-11, M-12		
Transit and Transportation Demand Management	Mobility	Transit and Transportation Demand Management	M-5.1 through M-5.7	M-4, M-8	Figure M-4 (OCTA Bus Routes, 2008)	Table M-3 (OCTA Bus Routes Serving Laguna Hills)
Parking	Mobility	Parking	M-6.1 through M-6.5			



APPENDIX D

Eligibility Checklist

Jurisdiction: City of Laguna Hills

Capital Improvement Program (CIP)		YES	NO
1.	Did you submit your draft or adopted Measure M2 (M2) seven-year CIP to OCTA by June 30?	☒	☐
	a. Did you utilize the required OCTA CIP database?	☒	☐
	b. Have you included projects required to demonstrate compliance with signal synchronization, pavement maintenance and environmental clean-up commitments?	☒	☐
	c. Are there any non-transportation related projects included in your M2 CIP?	☐	☒
	d. Did you include all projects that are partially, fully, or potentially funded by M2 Net Revenues?	☒	☐
	e. The City Council/Board of Supervisors approval date* to adopt the final 7-Year CIP is: 6/9/2020 *Must be prior to July 31		

Maintenance of Effort (MOE)		YES	NO
2.	Did you submit the MOE certification form (Appendix I) to OCTA by June 30?	☒	☐
	a. Did you provide supporting budget documentation?	☒	☐
	b. Has the MOE Reporting form been signed by the Finance Director or appropriate designee?	☒	☐

Pavement Management Plan (PMP)		YES	NO
3.	Are you required to submit a PMP update to OCTA for this eligibility cycle? Refer to Exhibit 3 for PMP submittal schedule.	☒	☐
	a. If yes, did you use the current PMP Submittal Template (Appendix F)?	☒	☐
	b. If yes, is the adopted PMP consistent with the OCTA Countywide Pavement Management Plan?	☒	☐
4.	If you answered "No" to question 3, did you submit a PMP Update to OCTA through the previous eligibility cycle by June 30?	☐	☒

Resolution of Master Plan of Arterial Highways (MPAH) Consistency		YES	NO
5.	Did you submit a resolution demonstrating consistency with the MPAH?	☐	☐
	a. Have you enclosed a figure representing your most current circulation element?	☐	☐
6.	If the requirement is not due as part of the current cycle, has there been an update to the circulation element since the last report period? If yes, include a copy of the latest circulation element.	☐	☐

Local Signal Synchronization Plan (LSSP)		YES	NO
7.	Did you submit an update to the LSSP as part of the current cycle?	☒	☐
	a. Is your LSSP consistent with the Regional Traffic Signal Synchronization Master Plan?	☒	☐



APPENDIX D

Eligibility Checklist

Time Limits for Use of Net Revenues		YES	NO
8.	Has your jurisdiction complied with the three-year time limit for the use of Net Revenues over the last year per the requirements outlined in the Ordinance?	☒	☐
	a. If no, has a time extension been requested through the semi-annual review process for funds subject to expiration?	☐	☒

Supplanting of Developer Commitments		YES	NO
9.	Has your jurisdiction ensured they have not supplanted developer commitments for transportation projects and funding with M2 funds?	☒	☐

Mitigation Fee Program (MFP)		YES	NO
10.	Does your jurisdiction currently have a defined development impact MFP in place?	☒	☐
11.	Has an update to the MFP occurred since the last reporting period?	☐	☒
12.	If yes to 11, has your jurisdiction submitted a copy of the current MFP or City Council/Board of Supervisors approved policy?	☐	☒
	a. Have you included a copy of your current impact fee schedule; or	☐	☒
	b. Have you provided OCTA with a copy of your mitigation fee nexus study; or	☐	☒
	c. Have you provided OCTA with a copy of your City Council/Board of Supervisors resolution approving the MFP?	☐	☒

Planning Strategies		YES	NO
13.	Does your jurisdiction consider as part of its General Plan, land use planning strategies that accommodate transit and non-motorized transportation?	☒	☐
14.	Have you provided a letter identifying land use planning strategies that accommodate transit and non-motorized transportation consideration in the General Plan?	☒	☐

Traffic Forums		YES	NO
15.	Did representatives of your jurisdiction participate in the regional traffic forum(s)?	☒	☐
	a. If you answered yes, provide date(s) of attendance: 9/24/2019, 2/11/2020, <u>Select date</u>		

Congestion Management Program (CMP)		YES	NO
16.	Has your jurisdiction completed the required CMP checklist? (Appendix C)	☐	☐

Kenneth H. Rosenfield
Name (Print)

Signature

6/9/2020
Date



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020

TO: Mayor and Council Members

FROM: Melissa Au-Yeung
Deputy City Manager

ISSUE: Approval of Amendment Five to "Cooperation Agreement Between the County of Orange and City of Laguna Hills" for the Purpose of Extending the City's Eligibility to Participate in the County of Orange Community Development Block Grant (CDBG) Program

RECOMMENDATION: That the City Council approve Amendment Five to the Cooperation Agreement between the County of Orange and the City of Laguna Hills and authorize the City Manager to sign the Amendment.

SUMMARY:

The U.S. Department of Housing and Urban Development (HUD) provides federal grant money to local communities through its Community Development Block Grant (CDBG) Program to provide assistance to low- and moderate-income persons, households, and neighborhoods in the areas of housing, services, programs, and infrastructure. Due to the requirements of the CDBG Program, cities under 50,000 population are not eligible to receive funds directly from HUD. Consequently, the County of Orange receives CDBG funds on the City's behalf. When CDBG funds have been directed to the City, the City has historically programmed funds for improvements at the Florence Sylvester Memorial Senior Center and the Aliso Meadows condominium complex. The improvements made over the years have benefited low- and moderate-income residents of the City.

In order to continue to be eligible to receive CDBG funds from HUD on behalf of the City, the City Council must authorize the County of Orange to act on the City's behalf in matters pertaining to the CDBG Program. The City Council's approval of the attached

Approval of Amendment Five to the Cooperation Agreement

June 9, 2020

Page 2

“Amendment Five” to the 2005 Cooperation Agreement between the County of Orange and the City of Laguna Hills signifies the City’s approval to have the County of Orange act on the City’s behalf for the CDBG Program. Amendment Five commits the City to a three-year contract term ending in 2024. However, the City is not obligated to pursue CDBG funds during the term.

BACKGROUND:

The CDBG Program was established by HUD in 1975 as a means of allowing local communities to fund projects that address social and economic issues associated with poverty. Today, over 1,000 communities and agencies throughout the country use CDBG funds to support housing programs, social programs, services, and building revitalization efforts that serve low- and moderate-income residents in their communities. However, the CDBG Program distinguishes the funding process between cities above and below the 50,000-population mark. While cities over 50,000 population can receive funds directly from HUD and administer their own CDBG Program, cities under 50,000 population, like Laguna Hills, participate in CDBG programs through their county or state. The City participates in HUD’s CDBG Program through the County of Orange. As a participant in the County’s CDBG Program, the City must consent to the County’s administration of the CDBG Program on behalf of the City every three years to remain eligible to receive CDBG funds. Since the City began participating in the County’s CDBG Program in the 1990s, the City has received approximately \$3 million for housing rehabilitation on behalf of Aliso Meadows residents, and facility improvements for the Florence Sylvester Memorial Senior Center. Approval of Amendment Five enables the City to continue to participate in the CDBG Program with the County through 2024. A three-year extension is also available unless the City chooses to opt out of the program by notifying the County before June 15, 2020. The City entered into its current Agreement with the County to participate in the County’s CDBG Program in 2005 (Attachment 1). It was subsequently amended in 2008 by Amendment One, in 2011 by Amendment Two, in 2014 by Amendment Three, and in 2017 by Amendment Four. The County proposes to amend the 2005 Agreement once again by entering into Amendment Five (Attachment 2). Each of the Amendments has extended the original 2005 Agreement for a period of three years along with other non-substantive contract changes.

ATTACHMENTS:

- Cooperation Agreement
- Proposed Amendment Five

The seal of the City of Laguna Hills is a circular emblem. It features a central illustration of a person on horseback in a field, with a large bird (possibly a phoenix or eagle) rising from the ground. The text "CITY OF LAGUNA HILLS" is arched across the top, and "1991" is at the bottom.

Attachment #1

2005 Cooperation Agreement

COOPERATION AGREEMENT

"Small-City"

THIS AGREEMENT is entered into this first day of July, 2005

BY AND BETWEEN

CITY OF LAGUNA HILLS, a municipal
Corporation, hereinafter referred to as CITY,

AND

COUNTY OF ORANGE, a political
subdivision of the State of California and
recognized Urban County under the Federal
Housing and Community Development Act
of 1974 (Public Law 93-383), as amended,
hereinafter referred to as "COUNTY".

RECITALS

WHEREAS, Title I of the Housing and Community Development Act of 1974 (Public Law 93-383), as amended, hereinafter referred to as ACT, makes available to the COUNTY as an Urban County, and to cities under 50,000 in population, grants through the Community Development Block Grant Program (hereinafter referred to as "CDBG"), and the HOME Investment Partnership Program (hereinafter referred to as "HOME"), and any subsequent United States Department of Housing and Urban Development (hereinafter referred to as "HUD") Program which may become available to the COUNTY to be used for eligible housing and community development activities; and

WHEREAS, the ACT requires such cities and the COUNTY to enter into cooperation agreements in order for the cities to be included as part of the Urban County CDBG and HOME Programs; and

WHEREAS, the COUNTY and CITY desire to cooperate to undertake, or assist in undertaking, community development and lower income housing assistance activities, which might include, but are not limited to, (1) acquisition of property for disposition for private reuse, especially for low- and moderate-income housing, (2) direct rehabilitation of or financial

Attachment: Cooperation Agreement (2144 : Approval of Amendment Five to the Cooperation Agreement)

1 assistance to housing, (3) low rent housing activities, (4) disposition of land to private developers
2 for appropriate redevelopment, and (5) condemnation of property for low income housing

3 NOW, THEREFORE, the parties agree as follows:

4 1. This Agreement shall constitute a cooperation agreement between the parties
5 within the meaning of Section 102 (a)(b) of the ACT. The parties agree to cooperate to
6 undertake, or assist in undertaking, activities which might include, but are not limited to, (1)
7 acquisition of property for disposition for private reuse, especially for low- and moderate-income
8 housing, (2) direct rehabilitation of or financial assistance to housing, (3) low rent housing
9 activities, (4) disposition of land to private developers for appropriate redevelopment, and (5)
10 condemnation of property for low income housing-community.

11 2. COUNTY shall have the authority to carry out activities, which will be funded
12 from annual CDBG or HOME Program funds appropriated for Federal Fiscal Years 2006-2007,
13 2007-2008, and 2008-2009 and from any program income generated from the expenditure of such
14 funds.

15 3. COUNTY shall have final responsibility for selecting activities and annually filing
16 the grant application (i.e. Annual Action Plan) with HUD. In the preparation of said application,
17 COUNTY shall give due consideration to CITY's analysis of community development needs and
18 proposed activities.

19 4. COUNTY certifies that it is following an adopted Consolidated Plan as required by
20 24 CFR Part 91 and 24 CFR Part 570.306.

21 5. Since HUD will not accept an Agreement including a provision for veto or other
22 restriction which would allow any party to obstruct implementation of the Consolidated Plan,
23 both COUNTY and CITY shall attempt to fulfill housing goals established by the HUD approved
24 Consolidated Plan for the period of this Agreement.

25 6. CITY acknowledges that it has adopted and is enforcing:

26 a. A policy prohibiting the use of excessive force by law enforcement agencies
27 within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations;
28 and

29 b. A policy of enforcing applicable State and local laws against physically barring
30 entrance to or exit from a facility or location which is the subject of such non-violent civil rights
31 demonstrations within jurisdictions.

Attachment: Cooperation Agreement (2144 : Approval of Amendment Five to the Cooperation Agreement)

1 7. COUNTY and CITY agree to take all actions necessary to ensure compliance with
2 the Urban County's certification required by Section 104 (b) of Title I of the Housing Community
3 Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, the
4 Fair Housing Act, Section 109 of Title I of the Housing and Community Development Act of
5 1974, and other applicable laws. Failure by CITY to comply with these provisions or to
6 affirmatively further fair housing within its own jurisdiction or CITY action which impedes the
7 COUNTY's actions to comply with the COUNTY's fair housing certification, which may
8 constitute noncompliance with the Urban County CDBG and HOME Programs, which may cause
9 funding sanctions or other remedial actions by HUD and/or COUNTY.

10 8. In the event COUNTY's Urban County application is approved by HUD,
11 COUNTY shall contract with the CITY to utilize any such grant funds received from HUD which
12 are attributable to activities administered by CITY, unless another form of allocation is required
13 by HUD.

14 9. This Agreement shall cover Program Years 32, 33 and 34 (Fiscal Years 2006-
15 2007, 2007-2008 and 2008-2009, respectively) of CDBG and HOME program applications,
16 including any subsequent Supplemental sources (Paragraph 23 below). In no event shall this
17 agreement be terminated by either party before June 30, 2009, except as allowed in legislation
18 enacted by the U.S. Congress for termination or withdrawal from the Urban County Program and
19 as permitted by HUD.

20 10. In accordance with HUD Notice CPD 05-01, this agreement will be automatically
21 extended for an additional three (3) year period (i.e. from July 1, 2009 to June 30, 2012) unless
22 COUNTY or CITY provides written notice that it elects not to participate in a new qualification
23 period. COUNTY shall notify CITY in writing of its right not to participate no later than the date
24 specified in HUD's Urban County Qualification Notice for the next qualification period.

25 11. CITY and COUNTY agree to adopt amendment(s) to this Agreement as may be
26 required by HUD to meet any new Urban County Qualification requirement(s) subsequent to June
27 30, 2009. The COUNTY will notify CITY of its right to terminate its participation in the program
28 based on the adoption of any such amendment. If either CITY or COUNTY refuses to adopt any
29 such amendment, this automatic renewal provision herein will be void.

30 12. The eligible activities to be undertaken during the term of this Agreement will be
31 chosen by CITY from those authorized by HUD Rules and Regulations governing the CDBG and

Attachment: Cooperation Agreement (2144 : Approval of Amendment Five to the Cooperation Agreement)

HOME Programs and any regulations which may be applicable to future Supplemental Federal Programs.

13. The parties agree to comply with the requirement(s) of the CDBG and HOME Programs, including laws and policies applicable to said Programs.

14. CITY acknowledges by its execution of CDBG and HOME cooperation agreement(s) the included unit of general local government it:

a. May not apply for grants from appropriations under the Small Cities or State CDBG Programs for fiscal years during the period in which it participates in the COUNTY'S CDBG program and;

b. May not participate in a HOME consortium except through the Urban County, regardless of whether the Urban County currently received a HOME formula allocation.

c. May not terminate or withdraw from the Cooperation Agreement while it remains in effect until the CDBG and HOME funds and income received with respect to the three-year qualification period (and any successive qualification periods under agreements that provide for automatic renewals) are expended and the funded activities completed.

15. a. CITY must inform COUNTY, through periodic reports requested by COUNTY, of any income generated by the expenditure of Program funds received by the CITY. Pursuant to applicable federal requirements, such program income must be paid to the COUNTY. CITY may retain such program income only if agreed upon by COUNTY and used exclusively for eligible activities as determined by the COUNTY and in accordance with all CDBG and HOME Program requirements as may then apply.

b. CITY shall keep and maintain appropriate records on the use of program income as required by COUNTY as the COUNTY has the responsibility of monitoring and reporting program income to HUD.

c. In the event of close-out or change in status of CITY, any program income at that time or received subsequent to the close-out or change in status shall be paid by CITY to the COUNTY within ninety (90) days after the expiration of the term of this Agreement.

16. a. Any proposed modification or change of use of any real property acquired or improved in whole or in part by the CITY using CDBG funds (from the use planned at the time of acquisition or improvement), including disposition, must be reported by CITY to the COUNTY.

Attachment: Cooperation Agreement (2144 : Approval of Amendment Five to the Cooperation Agreement)

COUNTY may approve the proposed modification or change of use. CITY shall not implement the modification or change in use without COUNTY approval.

b. Should the disposition, sale or transfer of such real property acquired or improved in whole or in part using CDBG or HOME Program funds result in a use which does not qualify under CDBG or HOME Program regulations, the CITY shall reimburse COUNTY in the amount equal to the then current fair market value of the property (less any portion thereof attributable to expenditure of non-CDBG/HOME funds).

c. Any program income generated from the disposition, transfer or sale of such property prior to or subsequent to the close-out, change of status or termination of the cooperation agreement between the COUNTY and CITY may be either used by CITY for other specific eligible activities in the CITY or paid to the COUNTY for other eligible Urban County activities, as determined in advance of the expenditure at the discretion of the COUNTY.

17. a. CITY shall indemnify, hold harmless, and defend with counsel approved in writing by COUNTY, its officers, agents and employees against all liability, claims, losses, demands and actions for injury to or death of persons or damage to property arising out of or alleged to arise out of or in consequence of this Agreement including attorneys' fees, provided such liability, claims, demands, losses or actions are due to the acts or omissions of CITY, its officers, agents or employees in the performance of this Agreement, including any activities conducted by CITY under its application.

b. In addition, CITY shall indemnify, defend with counsel approved in writing by COUNTY, and hold harmless COUNTY against any liability, claims, losses, demands, and actions including attorneys' fees incurred by COUNTY as a result of a determination by HUD that activities undertaken by CITY under CITY's application failed to comply with any laws, regulations, or policies applicable thereto or that any funds forwarded to CITY under this Agreement were improperly expended.

c. The provisions of Section 2778 of the California Civil Code, as said section exists on the effective date of this Agreement, shall be applicable to the above indemnification provisions. Transmittal to CITY of any pleadings served upon COUNTY shall be deemed to be a request to defend.

18. a. COUNTY shall indemnify, hold harmless and defend with counsel approved in writing by CITY, its officers, agents and employees against all liability, claims, losses, demands

1 and actions for injury to or death of persons or damage to property arising out of or alleged to arise
2 out of or in consequence of this Agreement, provided such liability, claims, demands, losses or
3 actions are due to the acts or omissions of COUNTY, its officers, agents or employees in the
4 performance of this Agreement, including any activities conducted by COUNTY under its
5 application.

6 b. In addition, COUNTY shall indemnify, defend with counsel approved in
7 writing by CITY, and hold harmless CITY against any liability, claims, losses, demands, and
8 actions including attorneys' fees incurred by CITY as a result of a determination by HUD that
9 activities undertaken by COUNTY under COUNTY's application failed to comply with any laws,
10 regulations, or policies applicable thereto or that any funds forwarded to COUNTY under this
11 Agreement were improperly expended.

12 c. The provisions of Section 2778 of the California Civil code, as said section exists
13 on the effective date of this Agreement, shall be applicable to the above indemnification
14 provisions. Transmittal to COUNTY of any pleadings served upon CITY shall be deemed to be a
15 request to defend.

16 19. COUNTY shall have the right to periodically audit CITY's records to determine
17 compliance with this Agreement.

18 20. CITY shall forward to COUNTY a copy of each annual audit of the CITY
19 conducted by an independent public auditor during the period of this Agreement as soon as the
20 audit report becomes available. COUNTY shall have the right to ensure that necessary corrective
21 actions are made by CITY for any audit findings pertinent to CITY handling of CDBG Program
22 funding pursuant to federal requirements.

23 21. No CDBG or HOME Program funds shall be expended on any activity, which does
24 not affirmatively further fair housing goals within CITY.

25 22. Pursuant to 24 CFR Part 570.501(b) of CDBG and 24 CFR Part 92.504 of HOME
26 program regulations, CITY is subject to all requirements applicable to subrecipients, including the
27 requirement of a written agreement set forth in 24 CFR Part 570.503 of CDBG and 24 CFR Parts
28 92.505-509 of HOME program regulations.

29 23. This Cooperation Agreement shall apply to any supplemental program which
30 HUD makes available through the CDBG or the HOME Programs.

Attachment: Cooperation Agreement (2144 : Approval of Amendment Five to the Cooperation Agreement)

1 24. CITY may void this Agreement only if it submits to COUNTY on or before July
2 08, 2005 the notification from HUD that CITY has qualified as a "Metropolitan City" or an
3 "Entitlement City" prior to the completion of the re-qualification process for Fiscal Years 2006-
4 2007, 2007-2008, 2008-2009. Upon such notification by HUD, CITY also must submit to
5 COUNTY and HUD written notification of its decision to either remain in the Urban County
6 Program as a "Metropolitan City" or become an "Entitlement City" as a separate entity.

7 //

8 //

9 //

10 //

IN WITNESS WHEREOF, CITY has caused this Agreement to be executed by its Mayor/City Manager and attested by its City Clerk; COUNTY has caused this Agreement to be executed by the Director of the Housing and Community Services Department; each having been duly authorized by the CITY Council and the COUNTY Board of Supervisors, respectively.

CITY OF LAGUNA HILLS, a municipal Corporation in the State of California

By: [Signature]

Name: Randal Bressette

Title: Mayor

Date: May 24, 2005

ATTEST:

By: [Signature]

Name: Mary A. Carlson

Title: City Clerk

Date: May 24, 2005

APPROVED AS TO FORM:

[Signature]
Lois E. Jeffrey, City Attorney

COUNTY OF ORANGE, a political subdivision of the State of California

By: [Signature]

Paula Burrier-Lund, Director

Housing and Community

Services Department

Date: 6/30/05

ORIGINAL FORM CONTRACT

APPROVED AS TO FORM and REQUIRED COUNTY COUNSEL STATEMENT:

"The terms and provisions of the agreement are fully authorized under State and local law and the agreement provides full legal authority for the County."

By: [Signature] Date: 7/1/05

**AMENDMENT FIVE TO
COOPERATION AGREEMENT BETWEEN
THE COUNTY OF ORANGE
AND
CITY OF _____**

This Amendment Number FIVE (hereinafter "Amendment FIVE") is made and entered into by the County of Orange, a political subdivision of the State of California, ("COUNTY") and CITY OF _____, a municipal corporation, ("CITY"), DUNS Number _____ which are sometimes individually referred to as "Party" or collectively referred to as "Parties", and is effective as of July 1, 2021, hereinafter referred to as "EFFECTIVE DATE".

WHEREAS, COUNTY and CITY executed that certain COOPERATION AGREEMENT "Small-City" (hereinafter, as amended, "Original Agreement" or "Agreement") for commencement July 1, 2005; and

WHEREAS, the Original Agreement was amended by Amendment ONE, effective as of July 16, 2008; and

WHEREAS, the Original Agreement was amended by Amendment TWO, effective as of July 1, 2012; and

WHEREAS, the Original Agreement was amended by Amendment THREE, effective as of July 1, 2015; and

WHEREAS, the Original Agreement was amended by Amendment FOUR, effective as of July 1, 2018; and

WHEREAS, U.S. Department of Housing and Urban Development ("HUD") Notice CPD-20-03 allows "automatic" renewals for up to three years provided that COUNTY sends a letter to CITY notifying it that the Original Agreement will be renewed unless CITY notifies COUNTY that it wishes to terminate the agreement and a copy of such a letter is provided to HUD; and

WHEREAS, COUNTY sent CITY a letter notifying CITY of such renewal on April 17, 2020; and

WHEREAS, CITY did not advise COUNTY that it wished to terminate the Original Agreement with County; and

WHEREAS, the Parties agree to further amend the Original Agreement at this time in the manner set forth herein.

NOW, THEREFORE, the Parties hereby agree as follows:

Attachment: Proposed Amendment Five (2144 : Approval of Amendment Five to the Cooperation Agreement)

I. Modifications to the Original Agreement

1. Section 2 of the Original Agreement is amended in its entirety as follows:

“COUNTY shall have the authority to carry out activities, which will be funded from annual Community Development Block Grant (CDBG), Home Investment Partnership (HOME) and Emergency Solutions Grant (ESG) Program funds appropriated for Fiscal Years 2021-2022, 2022-2023 and 2023-2024 and from any program income generated from the expenditure of such funds.”

2. Section 6 of the Original Agreement shall be amended to add subsection (c.) as follows:

“c. A policy to undertake or assist in undertaking, community renewal and lower-income housing assistance activities.”

3. Section 9 of the Original Agreement shall read as amended in its entirety as follows:

“This Agreement shall cover Fiscal Years 2021-2022, 2022-2023 and 2023-2024, respectively of CDBG, HOME and ESG program applications, including any subsequent Supplemental sources (Paragraph 23 of the Agreement). In no event shall this agreement be terminated by either Party before June 30, 2024, except as allowed in legislation enacted by the U.S. Congress for termination or withdrawal from the Urban County Program and as permitted by HUD.

This Agreement remains in effect until the CDBG (and, where applicable, HOME and ESG) funds and program income received (with respect to activities carried out during the three-year qualification period, and any successive qualification periods under agreements that provide for automatic renewal) are expended and the funded activities completed, and the COUNTY and CITY cannot terminate or withdraw from this Agreement while it remains in effect.”

4. Section 10 shall be added to Agreement to read:

“In accordance with HUD Notice CPD 20-03, and subsequent CPD Notices, this Agreement will be automatically extended for an additional 3 (three) year period (July 1, 2024 to June 30, 2027) unless COUNTY or CITY provides written notice that it elects not to participate in a new qualification period. A copy of the notice must be sent to HUD Field Office. COUNTY shall notify CITY in writing of its right not to participate any longer than the date specified in HUD’s Urban County Qualification Notice for the next qualification period.”

5. Section 11 of the Original Agreement is amended to read:

“CITY and COUNTY agree to adopt amendments (s) to this Agreement as may be required by HUD to meet any new Urban County Qualification requirement(s) subsequent to June 30, 2021 and to submit such amendments to HUD. The COUNTY will notify CITY of its right to terminate its participation in the program based on the adoption of any such amendment. If either CITY or COUNTY refuses to adopt any such amendment, this automatic renewal provision herein will be void.”

6. Section 14 of the Original Agreement is amended to add subsection (d) as follows:

“d. May receive a formula allocation under the ESG Program only through the Urban County.”

7. Section 24 of the Original Agreement is amended to read:
“CITY may void this Agreement only if it submits to COUNTY on or before June 2020 the notification from HUD that CITY has qualified as a “Metropolitan City” or an “Entitlement City” prior to the completion of the re-qualification process for Fiscal Years 2021-22, 2022-2023, and 2023-2024. Upon such notification by HUD, CITY also must submit to COUNTY and HUD written notification of its decision to either remain in the Urban County Program as a “Metropolitan City” or become an “Entitlement City” as a separate entity.”

II. Additional Agreements

1. The COUNTY and the CITY agree to cooperate to undertake, or assist in undertaking, community renewal and lower-income housing assistance activities.
2. The COUNTY and the CITY shall take all actions necessary to assure compliance with the COUNTY'S certification under section 104(b) of Title I of the Housing and Community Development Act of 1974, that the grant will be conducted and administered in conformity with Title VI of the Civil Rights Act of 1964 and the Fair Housing Act and will affirmatively further fair housing as required under See 24 CFR 91.225(a) and 5.105(a). The Parties shall comply with section 109 of Title I of the Housing and Community Development Act of 1974, which incorporates Section 504 of the Rehabilitation Act of 1973 of Title II of the Americans with Disabilities Act, the Age Discrimination Act of 1975, and Section 3 of the Housing and Urban Development Act of 1968, and all other applicable laws. The Parties agree that no urban county funding will be used for activities in, or in support of, any cooperating unit of general local government that does not affirmatively further fair housing within its own jurisdiction or that impedes the COUNTY'S actions to comply with the COUNTY'S fair housing certification. The Parties acknowledge and agree that noncompliance by a unit of general local government included in an urban county may constitute noncompliance by the grantee (i.e., the urban 14 county) that

- can, in turn, provide cause for funding sanctions or other remedial actions by the Department.
3. The CITY, and all other applicable units of general local government, may not sell, trade, or otherwise transfer all or any portion of such funds to another such metropolitan city, urban county, unit of general local government, or Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits or non-Federal considerations, but must use such funds for activities eligible under title I of the Act.
 4. All other provisions of the Original Agreement, as amended, a copy of which is attached hereto as Exhibit A and incorporated by this reference, to the extent they are not inconsistent with this Amendment FIVE, remain unchanged and in full force and effect.

IN WITNESS WHEREOF, CITY has caused this Amendment FIVE to be executed by its City Manager and attested by its City Clerk; COUNTY has caused this Amendment FIVE to be executed by the Director of the Orange County Community Resources; each having been duly authorized by the CITY Council and the COUNTY Board of Supervisors, respectively.

ATTEST:

City of _____, a municipal
Corporation in the State of California

By: _____

Name:

Title: City Manager

Date: _____

By: _____

Name:

Title: City Clerk

Date: _____

COUNTY OF ORANGE, a political
subdivision of the State of California

By: _____

Dylan Wright, Director

Orange County Community Resources

Date: _____

Attachment: Proposed Amendment Five (2144 : Approval of Amendment Five to the Cooperation Agreement)

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ORIGINAL FORM CONTRACT

APPROVED AS TO FORM and REQUIRED COUNTY COUNSEL STATEMENT:

“The terms and provisions of the agreement are fully authorized under State and local law and the agreement provides full legal authority for the County.”

By: Deputy County Counsel

Date:

Attachment: Proposed Amendment Five (2144 : Approval of Amendment Five to the Cooperation Agreement)



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Mayor and Council Members
FROM: Melissa Au-Yeung
Deputy City Manager
ISSUE: Fiscal Years 2020/2021 - 2024/2025 Trauma Intervention Program Agreement

RECOMMENDATION: That the City Council approve the proposed (5 year) Victim Support Services Agreement with Trauma Intervention Programs, Inc., for Fiscal Years 2020/2021 - 2024/2025 and authorize the City Manager to execute the Agreement.

SUMMARY:

The City of Laguna Hills has given financial support to Trauma Intervention Programs, Inc. (TIP) continuously since June 24, 1997. The services provided by TIP are invaluable to victims of traumatic events and their families that live in, or are visitors, to the City. TIP counselors also offer valuable assistance to our Public Safety Officers when needed. This includes providing the City with TIP volunteer availability and services 24-hours a day, 7 days a week, 365 days a year. Some of the services TIP provides are grief counseling, referral services, shelter, food, and transportation arrangements. This arrangement remains both effective and cost efficient.

Historically, this has been a single-year contract. However, Trauma Intervention Programs, Inc. (TIP) has been awarded the contract every year since 1997 and has provided exceptional service throughout the years. There are several advantages to entering a five-year agreement as opposed to a one-year agreement.

- 1) Residents and visitors will benefit from consistent and uninterrupted access to victim support services for a period of five years.

FY 2020/2021 - 2024-2025 TIP Agreement

June 9, 2020

Page 2

- 2) No cost increases or inflationary factors are proposed. Pricing will remain consistent with previous years and locked in for a five-year term.
- 3) Reduction in time necessary for City staff and the City Attorney to prepare and administer a new contract annually will result in a cost savings to the City.
- 4) City may terminate this Agreement for any reason, with or without cause, upon giving Contractor thirty (30) days written notice.

Section 3-08.070 of the Laguna Hills Municipal Code (LHMC) allows for the procurement of services in the open market without competitive formal or informal bidding for agreements with a dollar value of up to \$25,000. Additionally, pursuant to Section 3-08.110 (A) of the LHMC, the Purchasing Officer is authorized to waive the purchasing requirements in instances of sole source procurements. As TIP is the only service provider of this type of service, this exemption is applicable.

FISCAL IMPACT:

The total cost of the service is \$18,205 which equates to \$0.12 per capita based on the 2019 City population estimate of 31,572 from the Cal State University, Fullerton - Center for Demographic Research. The cost per capita did not increase over last year.

ATTACHMENTS:

- Proposed FY 2020/2021 - 2024/2025 TIP Agreement
- TIP Renewal Letter

CONSULTING SERVICES AGREEMENT

Trauma Intervention Programs, Inc.
(On-Call Trauma Victim Support Services – FYs 2020-2025)

THIS AGREEMENT FOR TRAUMA VICTIM INTERVENTION SUPPORT SERVICES (hereinafter “Agreement”) is made and entered into, to be effective this 1st day of July 2020, by and between the CITY OF LAGUNA HILLS, a municipal corporation organized and existing under the laws of the State of California (hereinafter referred to as “City”), and TRAUMA INTERVENTION PROGRAMS, INC., a California corporation (hereinafter referred to as “Consultant”). City and Consultant are sometimes hereinafter individually referred to as “Party” and are hereinafter collectively referred to as the “Parties.”

RECITALS

A. City has determined that there is a need to continue to retain the services of a qualified consultant equipped and specially trained in appropriate procedures to provide emotional aid and practical support services to victims of traumatic events and their families in the first few hours following tragedy in the City of Laguna Hills on an as-needed, on-call basis for FYs 2020-2025 (the “Project”).

B. Consultant has submitted to City a written proposal, dated February 25, 2019, to provide continued trauma victim intervention support services to City for the Project at the same cost pursuant to the terms and conditions of this Agreement.

C. Consultant represents and maintains that it is uniquely qualified by virtue of its experience, training, education, reputation, and expertise to provide these services to City for the Project and has agreed to provide such continued services as provided herein. City does not have the personnel, training, or specialized expertise able to perform the work and services contracted for herein.

D. City desires to continue to retain Consultant to provide such professional services for the Project.

NOW, THEREFORE, in consideration of the promises and mutual obligations, covenants, and conditions contained herein, and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. SERVICES OF CONSULTANT

1.1 Scope of Services and Standard of Performance. In compliance with all terms and conditions of this Agreement, Consultant agrees to continue to provide and perform on an as-needed, on-call basis trauma victim intervention support services to City for the Project as

described and as set forth in Consultant's Proposal/Scope of Work, dated February 25, 2019, as well as a one-page Scope of Services/Work Summary Sheet, which are attached hereto collectively as Exhibit "A" and are incorporated herein by reference (hereinafter referred to as the "Scope of Services," the "Services" or "Work"). As a material inducement to the City entering into this Agreement, Consultant acknowledges and understands that the Services and Work contracted for under this Agreement require specialized skills and abilities and that, consistent with this understanding, Consultant's Services and Work shall be performed in a skillful and competent manner and shall be held to a standard of quality and workmanship prevalent in the industry for such Services and Work and with the standards recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and warrants that it is skilled in the professional discipline necessary to perform the Services and Work and that it holds the necessary skills and abilities to satisfy the standard of work as set forth in this Agreement. Consultant represents and warrants that it and all of its employees, subconsultants and subcontractors providing any Work or Services under this Agreement shall have sufficient skill and experience to perform the Work or Services assigned to them. All Services and Work shall be completed to the reasonable satisfaction of the City.

1.2 Contract Documents. The Agreement between the Parties shall consist of the following: (1) this Agreement; and, (2) the Consultant's signed, original February 25, 2019 proposal submitted to the City ("Consultant's Proposal"), as well as a one-page Scope of Services/Work Summary Sheet, which shall all be referred to collectively hereinafter as the "Contract Documents." The Consultant's Proposal, as well as the one-page Scope of Services/Work summary sheet, are each attached hereto as Exhibit "A" and are hereby incorporated by reference and made a part of this Agreement. All provisions of the Contract Documents shall be binding on the Parties. Should any conflict or inconsistency exist in the Contract Documents, the conflict or inconsistency shall be resolved by applying the provisions in the highest priority document, which shall be determined in the following order of priority: (1st) the terms of this Agreement; and, (2nd) the provisions of the Consultant's Proposal.

1.3 Compliance with Law. Consultant shall comply at all times during the term of this Agreement with all applicable federal, state, and local laws, statutes, and ordinances and all lawful orders, rules, and regulations promulgated thereunder, including without limitation all applicable fair labor standards and Cal/OSHA requirements. Consultant shall keep itself fully informed of and in compliance with all local, state, and federal laws, rules, and regulations in any manner affecting the performance of the Work and Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with performing the Work and Services. If Consultant performs any Work or Services in violation of such laws, rules, and regulations, Consultant shall be solely responsible for all penalties and costs arising therefrom. Consultant shall defend, indemnify, and hold City, its officials, officers, employees, agents and volunteers, free and harmless from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules, or regulations.

1.4 Licenses, Permits, Fees, and Assessments. Prior to performing any Services or Work hereunder Consultant shall obtain all licenses, permits, qualifications, and approvals of whatever nature that are legally required to practice its profession and perform the Work and

Services required by this Agreement. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect at all times during the term of this Agreement and any extension, any license, permit, qualification, or approval that is legally required for Consultant to perform the Work and Services under this Agreement. Consultant shall have the sole obligation to pay for any fees, assessments, and taxes, plus applicable penalties and interest, which may be imposed by law and arise from or are necessary for the Consultant's performance of the Work and Services required by this Agreement, and shall defend, indemnify, and hold the City, its officials, officers, employees, agents and volunteers, free and harmless from and against any claim or liability arising out of any failure or alleged failure to obtain such license, permits, and approvals of whatever nature that are legally required to perform the Work or Services.

1.5 Familiarity with Work. By executing this Agreement, Consultant represents and warrants that it (a) has thoroughly investigated and considered the Scope of Work or Services to be performed, (b) has carefully considered how the Services should be performed and has carefully examined the location or locations at or with respect to where such Services or Work is to be performed, and (c) fully understands the facilities, difficulties, and restrictions attending performance of the Services under this Agreement.

1.6 Care of Work. Consultant shall adopt reasonable methods during the term of the Agreement to furnish continuous protection to the Work and the equipment, materials, papers, documents, plans, studies, and/or other components thereof to prevent losses or damages, and shall be responsible for all such damages, to persons or property, until acceptance of the Work by the City, except such losses or damages as may be caused by City's own negligence.

1.7 Further Responsibilities of Parties. Both Parties agree to use reasonable care and diligence to perform their respective obligations under this Agreement. Both Parties agree to act in good faith to execute all instruments, prepare all documents, and take all actions as may be reasonably necessary to carry out the purposes of this Agreement.

1.8 Additional Services. City shall have the right at any time during the performance of the Services, without invalidating this Agreement, to order extra work beyond that specified in the Scope of Services (Exhibit "A") or make changes by altering, adding to, or deducting from such Work. No such extra work may be undertaken unless a written order is first given by the City to the Consultant, incorporating therein any adjustment in (i) the Maximum Contract Amount, as defined below, and/or (ii) the time to perform this Agreement, which adjustments are subject to the written approval of the Consultant. It is expressly understood by Consultant that the provisions of this section shall not apply to the Work and Services specifically set forth in the Scope of Services or reasonably contemplated therein, regardless of whether the time or materials required to complete any Work or Service identified in the Scope of Services exceeds any time or material amounts or estimates provided therein.

1.9 Non-Exclusive Agreement. Consultant acknowledges that City may enter into agreements with other contractors, consultants, or vendors for services similar to the services that are the subject of this Agreement. Consultant further acknowledges that City may have its own employees perform services similar to the services that are the subject of this Agreement.

2. COMPENSATION

2.1 Maximum Contract Amount.

A. For the Services and Work rendered pursuant to this Agreement, Consultant shall be compensated by City for the services performed in accordance with the rates and charges set forth in the Schedule of Compensation/Fees, which is attached hereto as Exhibit "A" and is incorporated herein by reference, as follows: (1) Three Thousand Six Hundred and Forty One Dollars (\$3,641.00) for FY 2020-2021;(2) Three Thousand Six Hundred and Forty One Dollars (\$3,641.00) for FY 2021-2022; (3)Three Thousand Six Hundred and Forty One Dollars (\$3,641.00) for FY 2022-2023; (4) Three Thousand Six Hundred and Forty One Dollars (\$3,641.00) for FY 2023-2024; and (5) Three Thousand Six Hundred and Forty One Dollars (\$3,641.00) for FY 2024-2025.

B. Compensation shall not exceed the total maximum contract amount of Eighteen Thousand Two Hundred and Five Dollars (\$18,205.00) (hereinafter referred to as the "Maximum Contract Amount"). The method of compensation shall be as set forth in Exhibit "A". The maximum amount of City's payment obligation under this Agreement is the amount specified in this section.

2.2. Method of Payment. Unless some other method of payment is specified in the Schedule of Compensation/Fees (Exhibit "A"), in any month in which Consultant wishes to receive payment, no later than the tenth (10th) working day of such month, Consultant shall submit to the City, in a form approved by the City's Finance Director, an invoice for services rendered prior to the date of the invoice. Such requests shall be based upon the amount and value of the services performed by Consultant and accompanied by such reporting data including an itemized breakdown of all costs incurred and tasks performed during the period covered by the invoice, as may be required by the City. City shall use reasonable efforts to make payments to Consultant within forty-five (45) days after receipt of the invoice or a soon thereafter as is reasonably practical.

2.3 Changes in Scope. In the event any change or changes in the Scope of Services is requested by the City, the Parties shall execute a written amendment to this Agreement, setting forth with particularity all terms of such amendment, including, but not limited to, any additional professional fees. An amendment may be entered into: (a) to provide for revisions or modifications to documents or other work product or work when documents or other work product or work is required by the enactment or revision of law subsequent to the preparation of any documents, other work product, or work; and/or (b) to provide for additional services not included in this Agreement or not customarily furnished in accordance with generally accepted practice in Consultant's profession.

2.4 Appropriations. This Agreement is subject to and contingent upon funds being appropriated therefore by the Laguna Hills City Council for each fiscal year covered by the Agreement. If such appropriations are not made, this Agreement shall automatically terminate without penalty to the City.

3. SCHEDULE OF PERFORMANCE

3.1 Time of Essence. Time is of the essence in the performance of this Agreement. The time for completion of the services to be performed by Consultant is an essential condition of this Agreement. Consultant shall prosecute regularly and diligently the Work of this Agreement according to the agreed upon Schedule of Performance.

3.2 Schedule of Performance. Consultant shall commence the Services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all Services within the time period(s) established in the Schedule of Performance, which is attached hereto as Exhibit "A" and is incorporated herein by reference. When requested by Consultant, extensions to the time period(s) specified in the Schedule of Performance may be approved in writing by the Contract Officer; however, the City shall not be obligated to grant such an extension.

3.3 Force Majeure. The time period(s) specified in the Schedule of Performance for performance of the Services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Consultant (financial inability excepted), including, but not limited to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, and/or acts of any governmental agency, including the City, if Consultant, within ten (10) days of the commencement of such delay, notifies the City Manager in writing of the causes of the delay. The City Manager shall ascertain the facts and the extent of delay, and extend the time for performing the Services for the period of the enforced delay when and if in the judgment of the City Manager such delay is justified. The City Manager's determination shall be final and conclusive upon the Parties to this Agreement. In no event shall Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of the Agreement pursuant to this section.

3.4 Term. Unless earlier terminated as provided elsewhere in this Agreement, this Agreement shall continue in full force and effect for a period of five (5) fiscal years, commencing on July 1, 2020, and ending on June 30, 2025, unless extended by mutual written agreement of the Parties.

4. COORDINATION OF WORK

4.1 Representative of Consultant. The following principal of Consultant is hereby designated as being the principal and representative of Consultant authorized to act in its behalf with respect to the Services to be performed under this Agreement and make all decisions in connection therewith: Mandy Atkission, Chief Executive Officer. It is expressly understood that the experience, knowledge, education, capability, expertise, and reputation of the foregoing principal is a substantial inducement for City to enter into this Agreement. Therefore, the foregoing principal shall be responsible during the term of this Agreement for directing all activities of Consultant and devoting sufficient time to personally supervise the Work or Services performed hereunder. The foregoing principal may not be changed by Consultant without prior written approval of the Contract Officer.

4.2 Contract Officer. The Contract Officer shall be such person as may be designated by the City Manager of City, and is subject to change by the City Manager. It shall be the Consultant's responsibility to ensure that the Contract Officer is kept fully informed of the progress of the performance of the Services, and the Consultant shall refer any decisions which must be made by City to the Contract Officer. Unless otherwise specified herein, any approval of City required hereunder shall mean the approval of the Contract Officer. The Contract Officer shall have authority to sign all documents on behalf of the City required hereunder to carry out the terms of this Agreement.

4.3 Prohibition Against Subcontracting or Assignments. The experience, knowledge, capability, expertise, and reputation of Consultant, its principals and employees, were a substantial inducement for City to enter into this Agreement. Therefore, Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, voluntarily or by operation of law, without the prior written consent of City. Consultant shall not contract with any other entity to perform the Services required without prior written consent of City. If Consultant is permitted to subcontract any part of this Agreement by City, Consultant shall be responsible to City for the acts and omissions of its subcontractor(s) in the same manner as it is for persons directly employed. Nothing contained in this Agreement shall create any contractual relationships between any subcontractor and City. All persons engaged in the Work will be considered employees of Consultant. City will deal directly with and will make all payments to Consultant.

4.4 Independent Contractor.

A. The legal relationship between the Parties is that of an independent contractor, and nothing herein shall be deemed to make Consultant a City employee. During the performance of this Agreement, Consultant and its officers, employees, and agents shall act in an independent capacity and shall not act as City officers or employees. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. The personnel performing the Services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City nor any of its officials, officers, employees, agents or volunteers shall have control over the conduct of Consultant or any of its officers, employees, or agents, except as set forth in this Agreement. Consultant, its officers, employees or agents, shall not maintain a permanent office or fixed business location at City's offices. City shall have no voice in the selection, discharge, supervision, or control of Consultant's officers, employees, representatives or agents or in fixing their number, compensation, or hours of service. Consultant shall pay all wages, salaries, and other amounts due its employees in connection with the performance of Services under this Agreement and shall be responsible for all reports and obligations respecting them, including but not limited to social security income tax withholding, unemployment compensation, workers' compensation, and other similar matters. City shall not in any way or for any purpose be deemed to be a partner of Consultant in its business or otherwise a joint venturer or a member of any joint enterprise with Consultant.

B. Consultant shall not incur or have the power to incur any debt, obligation, or liability against City, or bind City in any manner.

C. No City benefits shall be available to Consultant, its officers, employees, or agents, in connection with the performance of any Work or Services under this Agreement. Except for professional fees paid to Consultant as provided for in this Agreement, City shall not pay salaries, wages, or other compensation to Consultant for the performance of any Work or Services under this Agreement. City shall not be liable for compensation or indemnification to Consultant, its officers, employees, or agents, for injury or sickness arising out of performing any Work or Services hereunder. If for any reason any court or governmental agency determines that the City has financial obligations, other than pursuant to Section 2 and Subsection 1.8 herein, of any nature relating to salary, taxes, or benefits of Consultant's officers, employees, representatives, agents, or subconsultants or subcontractors, Consultant shall defend, indemnify, and hold harmless City from and against all such financial obligations.

4.5 PERS Eligibility Indemnification.

A. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing any Work or Services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employee Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of the City.

B. Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing any Work or Services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

5. INSURANCE

5.1 Compliance with Insurance Requirements. Consultant shall obtain, maintain, and keep in full force and effect during the term of this Agreement, at its sole cost and expense, and in a form and content satisfactory to City, all insurance required under this section. Consultant shall not commence any Work or Services under this Agreement unless and until it has provided evidence satisfactory to City that it has secured all insurance required under this section. If Consultant's existing insurance policies do not meet the insurance requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

5.2 Types of Insurance Required. As a condition precedent to the effectiveness of this Agreement, and without limiting the indemnity provisions set forth in this Agreement, Consultant shall obtain and maintain in full force and effect during the term of this Agreement, including any extension thereof, the following policies of insurance:

A. Commercial General Liability Insurance. Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Commercial General Liability Insurance written on an occurrence basis with limits of at least one million dollars (\$1,000,000.00) per occurrence, two million dollars (\$2,000,000.00) in the general aggregate, and one million dollars (\$1,000,000.00) for products and completed operations. Defense costs shall be paid in addition to the limits. The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to the Agreement.

B. Automobile Liability Insurance. Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Automobile Liability Insurance written on a per occurrence basis with limits of at least one million dollars (\$1,000,000.00) combined limit for each occurrence covering bodily injury and property damage. The policy shall specifically include coverage for owned, non-owned, leased, and hired automobiles.

C. Workers' Compensation Insurance. Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Workers' Compensation Insurance in at least the minimum statutory amounts, and in compliance with all other statutory requirements, as required by the State of California. Consultant agrees to waive and obtain endorsements from its workers' compensation insurer waiving all subrogation rights under its workers' compensation insurance policy against the City, its officials, officers, employees, agents and volunteers, and to require each of its subconsultants and subcontractors, if any, to do likewise under their workers' compensation insurance policies. Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Employer's Liability Insurance written on a per occurrence basis with limits of at least one million dollars (\$1,000,000.00) per accident for bodily injury or disease.

5.3 Acceptability of Insurers. Insurance required by this section shall be issued by a licensed company authorized to transact business in the state by the Department of Insurance for the State of California with a current rating of A-:VII or better (if an admitted carrier), or a current rating of A:X or better (if offered by a non-admitted insurer listed on the State of California List of Approved Surplus Lines Insurers (LASLI), by the latest edition of A.M. Best's Key Rating Guide, except that the City will accept workers' compensation insurance from the State Compensation Fund. In the event the City determines that the Work or Services to be performed under this Agreement creates an increased or decreased risk of loss to the City, the Consultant agrees that the minimum limits of the insurance policies may be changed accordingly upon receipt of written notice from the City. Consultant shall immediately substitute any insurer whose A.M. Best rating drops below the levels specified herein.

5.4 Insurance Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for written approval. Required insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the City to add the following provisions to the insurance policies:

A. The policy or policies of insurance required by this section for Commercial General Liability and Automobile Liability Insurance shall be endorsed to provide the following:

1. Additional Insured: The City, its officials, officers, employees, agents and volunteers, shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement; and

2. Additional Insured Endorsements: Additional insured endorsements shall not (1) be restricted to “ongoing operations”, (2) exclude “contractual liability”, (3) restrict coverage to “sole” liability of Consultant, or (4) contain any other exclusions contrary to the Agreement; and, the coverage shall contain no special limitations on the scope of protection afforded to additional insureds.

3. Notice: The policy or policies of insurance required by this section for Commercial General Liability and Automobile Liability Insurance shall be endorsed to state that coverage shall not be suspended, voided, cancelled, or modified, or reduced in coverage or in limits, except after thirty (30) days prior written notice by First Class U.S. Mail, postage-prepaid, has been provided to the City. Notwithstanding the foregoing, if coverage is to be suspended, voided, or cancelled because of Consultant’s failure to pay the insurance premium, the notice provided to City shall be by ten (10) days prior written notice.

B. For all policies of Commercial General Liability Insurance, Consultant shall provide endorsements for ongoing operations and completed operations to effectuate this requirement.

5.5 Deductibles and Self-Insured Retentions. Any deductible or self-insured retention must be approved in writing by the City in advance and shall protect the City, its officials, officers, employees, agents and volunteers, in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

5.6 Primary and Non-Contributing Insurance. All policies of Commercial General Liability Insurance and Automobile Liability Insurance shall be primary and any other insurance, deductible, or self-insurance maintained by the City, its officials, officers, employees, agents or volunteers, shall not contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

5.7 Waiver of Subrogation. All policies of Commercial General Liability and Automobile Liability Insurance shall contain or be endorsed to waive subrogation against the City, its officials, officers, employees, agents and volunteers, or shall specifically allow Consultant or others providing insurance evidence in compliance with the requirements set forth in this section to waive their right to recovery prior to a loss. Consultant hereby agrees to waive its own right of recovery against the City, its officials, officers, employees, agents and volunteers, and Consultant hereby agrees to require similar written express waivers and insurance clauses from each of its subconsultants or subcontractors.

5.8 Evidence of Coverage. Concurrently with the execution of the Agreement, Consultant shall deliver certificates of insurance together with original endorsements affecting each of the insurance policies required by this section. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for written approval. The certificates of insurance and original endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced and not replaced immediately so as to avoid a lapse in the required coverage, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies. Consultant shall promptly furnish, at City's request, copies of actual policies including all declaration pages, endorsements, exclusions and any other policy documents City requires to verify coverage.

5.9 Requirements Not Limiting. Requirement of specific coverage or minimum limits contained in this section are not intended as a limitation on coverage, limits, or other requirements, or a waiver of any coverage normally provided by any insurance. Nothing in this section shall be construed as limiting in any way the indemnification provision contained in this Agreement, or the extent to which Consultant may be held responsible for payments of damages to persons or property.

5.10 Enforcement of Agreement (Non-Estoppel). Consultant acknowledges and agrees that actual or alleged failure on the part of the City to inform Consultant of any non-compliance with any of the insurance requirements set forth in this section imposes no additional obligation on the City nor does it waive any rights hereunder.

5.11 Insurance for Subconsultants. Consultant shall either: (1) include all subconsultants or subcontractors engaged in any Work or Services for Consultant relating to this Agreement as additional named insureds under the Consultant's insurance policies; or (2) Consultant shall be responsible for causing its subconsultants or subcontractors to procure and maintain the appropriate insurance in compliance with the terms of the insurance requirements set forth in this section, including adding the City, its officials, officers, employees, agents and volunteers, as additional insureds to their respective policies. All policies of Commercial General Liability Insurance provided by Consultant's subconsultants or subcontractors performing any Work or Services related to this Agreement shall be endorsed to name the City, its officials, officers, employees, agents and volunteers, as additional insureds. Consultant shall not allow any subconsultant or subcontractor to commence any Work or Services relating to this Agreement unless and until it has provided evidence satisfactory to City that the subconsultant or subcontractor has secured all insurance required under this section.

5.12 Other Insurance Requirements. The following terms and conditions shall apply to the insurance policies required of Consultant pursuant to this Agreement:

A. Consultant shall provide immediate written notice to City if (1) any of the insurance policies required herein are terminated, cancelled or suspended, (2) the limits of any of the insurance coverages required herein are reduced, or (3) the deductible or self-insured retention is increased.

B. All insurance coverage and limits provided by Consultant and available or applicable to this Agreement are intended to apply to each insured, including additional insureds, against whom a claim is made or suit is brought to the full extent of the policies. Nothing contained in this Agreement or any other agreement relating to the City or its operations shall limit the application of such insurance coverage.

C. None of the insurance coverages required herein will be in compliance with the requirements of this section if they include any limiting endorsement which substantially impairs the coverages set forth herein (e.g., elimination of contractual liability or reduction of discovery period), unless the endorsement has first been submitted to the City and approved in writing.

D. Certificates of insurance will not be accepted in lieu of required endorsements, and submittal of certificates without required endorsements may delay commencement of the Project. It is Consultant's obligation to ensure timely compliance with all insurance submittal requirements as provided herein.

E. Consultant agrees to ensure that subconsultants and subcontractors, if any, and any other parties involved with the Project who are brought onto or involved in the Project by Consultant, provide the same minimum insurance coverage required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with subcontractors and others engaged in the Project will be submitted to the City for review.

F. Consultant agrees to provide immediate written notice to City of any claim, demand or loss against Consultant arising out of the Work or Services performed under this Agreement and for any other claim, demand or loss which may reduce the insurance available to pay claims, demands or losses arising out of this Agreement.

6. INDEMNIFICATION

To the fullest extent permitted by law, Consultant shall defend (at Consultant's sole cost and expense with legal counsel reasonably acceptable to City), indemnify, protect, and hold harmless City, its officials, officers, employees, agents and volunteers (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (Consultant's employees included), for damage to property, including property owned by City, or from any violation of any federal, state, or local law or ordinance, which Claims arise out of, pertain to, or are related to

Consultant's performance under this Agreement. Under no circumstances shall the insurance requirements and limits set forth in this Agreement be construed to limit Consultant's indemnification obligation or other liability hereunder.

7. REPORTS AND RECORDS

7.1 Accounting Records. Consultant shall keep complete, accurate, and detailed accounts of all time, costs, expenses, and expenditures pertaining in any way to this Agreement. Consultant shall keep such books and records as shall be necessary to properly perform the Services required by this Agreement and to enable the Contract Officer to evaluate the performance of such Services. The Contract Officer shall have full and free access to such books and records at all reasonable times, including the right to inspect, copy, audit, and make records and transcripts from such records.

7.2 Reports. Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the Services required by this Agreement as the Contract Officer shall require.

7.3 Ownership of Documents. All drawings, specifications, reports, records, documents, memoranda, correspondence, computations, and other materials prepared by Consultant, its employees, subconsultants, subcontractors, and agents in the performance of this Agreement shall be the property of City and shall be promptly delivered to City upon request of the Contract Officer or upon the termination of this Agreement, and Consultant shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership of the documents and materials hereunder.

7.4 Release of Documents. All drawings, specifications, reports, records, documents, and other materials prepared by Consultant in the performance of services under this Agreement shall not be released publicly without the prior written approval of the Contract Officer. All information gained by Consultant in the performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization.

7.5 Audit and Inspection of Records. After receipt of reasonable notice and during the regular business hours of City, Consultant shall provide City, or other agents of City, such access to Consultant's books, records, payroll documents, and facilities as City deems necessary to examine, copy, audit, and inspect all accounting books, records, work data, documents, and activities directly related to Consultant's performance under this Agreement. Consultant shall maintain such books, records, data, and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during the term of this Agreement and for a period of three (3) years from the date of final payment by City hereunder.

8. ENFORCEMENT OF AGREEMENT

8.1 California Law and Venue. This Agreement shall be construed and interpreted

both as to validity and as to performance of the Parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim, or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Orange, State of California, or any other appropriate court in such County, and Consultant covenants and agrees to submit to the personal jurisdiction of such court in the event of such action.

8.2 Interpretation. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the Parties. The terms of this Agreement are contractual and the result of negotiation between the Parties. Accordingly, any rule of construction of contracts (including, without limitation, California Civil Code Section 1654) that ambiguities are to be construed against the drafting Party, shall not be employed in the interpretation of this Agreement. The caption headings of the various sections and paragraphs of this Agreement are for convenience and identification purposes only and shall not be deemed to limit, expand, or define the contents of the respective sections or paragraphs.

8.3 Termination. City may terminate this Agreement for any reason, with or without cause, upon giving Consultant thirty (30) days written notice. Upon such notice, City shall pay Consultant for Services performed through the date of termination. Upon receipt of such notice, Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. Thereafter, Consultant shall have no further claims against the City under this Agreement. Upon termination of the Agreement pursuant to this section, Consultant shall submit to the City an invoice for work and services performed prior to the date of termination. In addition, Consultant reserves the right to terminate this Agreement at any time upon sixty (60) days written notice to the City, except that where termination is due to material default by the City, the period of notice may be such shorter time as the Consultant may determine.

8.4 Waiver. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought. Any waiver by the Parties of any default or breach of any covenant, condition, or term contained in this Agreement, shall not be construed to be a waiver of any subsequent or other default or breach, nor shall failure by the Parties to require exact, full, and complete compliance with any of the covenants, conditions, or terms contained in this Agreement be construed as changing the terms of this Agreement in any manner or preventing the Parties from enforcing the full provisions hereof.

8.5 Rights and Remedies Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

8.6 Legal Action. In addition to any other rights or remedies, either Party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement.

8.7 Attorneys' Fees. In the event any dispute between the Parties with respect to this Agreement results in litigation or any non-judicial proceeding, the prevailing Party shall be entitled, in addition to such other relief as may be granted, to recover from the non-prevailing Party all reasonable costs and expenses, including but not limited to reasonable attorneys' fees, expert witness fees, court costs and all fees, costs, and expenses incurred in any appeal or in collection of any judgment entered in such proceeding. To the extent authorized by law, in the event of a dismissal by the plaintiff or petitioner of the litigation or non-judicial proceeding within thirty (30) days of the date set for trial or hearing, the other Party shall be deemed to be the prevailing Party in such litigation or proceeding.

9. CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

9.1 Non-liability of City Officers and Employees. No officer or employee of the City shall be personally liable to the Consultant, or any successor-in-interest, in the event of any default or breach by the City or for any amount which may become due to the Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.

9.2 Conflict of Interest. No officer or employee of the City shall have any financial interest, direct or indirect, in this Agreement nor shall any such officer or employee participate in any decision relating to the Agreement which effects his or her financial interest or the financial interest of any corporation, partnership, or association in which they are, directly or indirectly, interested in violation of any state statute or regulation. Consultant represents and warrants that it has not paid or given and will not pay or give any third party any money or other consideration in exchange for obtaining this Agreement.

9.3 Covenant Against Discrimination. In connection with its performance under this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, disability, medical condition, religion, color, sex, sexual orientation, age, marital status, ancestry, or national origin. Consultant shall ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, disability, medical condition, religion, color, sex, sexual orientation, age, marital status, ancestry, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

10. MISCELLANEOUS PROVISIONS

10.1 Notices. All notices or other communications required or permitted hereunder shall be in writing, and shall be personally delivered, sent by registered or certified mail, postage prepaid, return receipt requested, or delivered or sent by facsimile with attached evidence of completed transmission, and shall be deemed received upon the earlier of (i) the date of delivery to the address of the person to receive such notice if delivered personally or by messenger or overnight courier; (ii) five (5) business days after the date of posting by the United States Post Office if by mail; or (iii) when sent if given by facsimile. Notices or other communications shall be addressed as follows:

To City: City of Laguna Hills
 Attention: City Manager
 24035 El Toro Road
 Laguna Hills, California 92653
 Telephone: (949) 707-2600
 Facsimile: (949) 707-2633

To Consultant: Trauma Intervention Programs, Inc.
 Attention: Mandy Atkission, Chief Executive Officer
 8411 S. Los Feliz Drive
 Tempe, Arizona 85284
 Telephone: (757) 613-2258
 www.TIPOrangeCounty.org

10.2 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes all prior negotiations, arrangements, agreements, representations, and understandings, if any, made by or among the Parties with respect to the subject matter hereof. No amendments or other modifications of this Agreement shall be binding unless executed in writing by both Parties hereto, or their respective successors, assigns, or grantees.

10.3 Severability. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law, but if any provision of this Agreement shall be determined to be invalid by a final judgment or decree of a court of competent jurisdiction, such provision shall be ineffective only to the extent of such prohibition or invalidity, without invalidating the remainder of that provision, or the remaining provisions of this Agreement unless the invalid provision is so material that its invalidity deprives either Party of the basic benefit of their bargain or renders this Agreement meaningless.

10.4 Successors in Interest. This Agreement shall be binding upon and inure to the benefit of the Parties' successors and assignees.

10.5 Third Party Beneficiary. Nothing contained in this Agreement is intended to confer, nor shall this Agreement be construed as conferring, any rights, including, without limitation, any rights as a third-party beneficiary or otherwise, upon any entity or person not a party hereto.

10.6 Recitals. The above-referenced Recitals are hereby incorporated into the Agreement as though fully set forth herein and each Party acknowledges and agrees that such Party is bound, for purposes of this Agreement, by the same.

10.7 Corporate Authority. Each of the undersigned represents and warrants that (i) the Party for which he/she is executing this Agreement is duly authorized and existing, (ii) he/she is duly authorized to execute and deliver this Agreement on behalf of the Party for which he/she is signing, (iii) by so executing this Agreement, the Party for which he/she is signing is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not

violate any provision of any other Agreement to which the Party for which he/she is signing is bound.

10.8 Labor Code Requirements.

A. Prevailing Wages. Consultant is aware of the requirements of California labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Work or Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and since the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification, or type of worker needed to execute the Work or Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. It is the intent of the parties to effectuate the requirements of sections 1771, 1774, 1775, 1776, 1777.5, 1813, and 1815 of the Labor Code within this Agreement, and Consultant shall therefore comply with such Labor Code sections to the fullest extent required by law. Consultant shall defend, indemnify, and hold the City, its officials, officers, employees, agents, and volunteers free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. The foregoing indemnity shall survive termination of this Agreement.

B. DIR Registration. If the Work or Services are being performed as part of an applicable "public works" or "maintenance" project, in addition to the foregoing, then pursuant to Labor Code sections 1725.5 and 1771.1, the Consultant and all subconsultants must be registered with the Department of Industrial Relations ("DIR"). Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants. This Project may also be subject to compliance monitoring and enforcement by the DIR. It shall be Contractor's sole responsibility to comply with all applicable registration and labor compliance requirements, including the submission of payroll records directly to the DIR.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties have executed and entered into this Agreement as of the date first written above.

“CITY”
City of Laguna Hills,
 a California municipal corporation

 DONALD J. WHITE,
 City Manager

ATTEST:

 (SEAL)
 MELISSA AU-YEUNG,
 Deputy City Manager/City Clerk

APPROVED AS TO FORM:

 GREGORY E. SIMONIAN,
 City Attorney

“CONSULTANT”
Trauma Intervention Programs, Inc.
 a California corporation

By: _____
 MANDY ATKISSON,
 Chief Executive Officer

By: _____
 ANNE EBERWEIN,
 Admin Secretary/Assistant Treasurer

Attachment: Proposed FY 2020/2021 - 2024/2025 TIP Agreement (2138 : FY 2020/2021 - 2024-2025 TIP Agreement)

EXHIBIT “A”**CONSULTANT’S COVER LETTER AND PROPOSAL****DATED: FEBRUARY 25, 2019**

SCOPE OF SERVICES/WORK SUMMARY SHEET**INCLUDING,****SCHEDULE OF FEES****&****SCHEDULE OF PERFORMANCE****(Consisting of Two-Pages)**

SCOPE OF SERVICES/WORK SUMMARY SHEET

Schedule of Fees

Trauma Intervention Programs, Inc., shall invoice City annually on July 1 for professional services rendered. Invoices under this agreement shall not exceed the total amount of \$18,205.00 (30,344 x 12 cents x 5 years).

Schedule of Performance

Trauma Intervention Programs, Inc., hereinafter referred to as “TIP”, shall provide a range of emotional and practical support services to Laguna Hills victims of traumatic events and their family members (hereinafter referred to as “clients”) including, but not limited to providing on-scene emotional comfort and support to clients; help arrange for shelter, clothing, food, and transportation for clients; assist police officers with death notifications; serve as liaisons between the victims and the emergency personnel; provide information and referrals to appropriate agencies for ongoing support of clients; and serve as temporary protectors for vulnerable victims.

TIP volunteers are to be available 24 hours a day, 365 days a year and assist with:

- Family members and friends following a natural or unexpected death of a loved one
- Victims of crime, including rape, assault, robbery or burglary
- Victims of fire and floods
- Disoriented or lonely older persons
- Persons involved in vehicle accidents
- Person who are distraught and seeking immediate support
- Survivors of suicide
- Employees after workplace tragedies

TIP shall make available to the City sufficient information to enable the City to contact the appropriate TIP volunteer, including 24-hour on-call phone number, address, and names of volunteers, supervisors (when appropriate), as well as alternate or backup telephone numbers.

TIP or TIP’s employees and/or volunteer’s shall provide all vehicles and equipment necessary for the performance of services in this Agreement and shall be responsible for maintenance of said equipment and vehicles.

TIP shall provide all personnel, volunteers, supplies, and equipment necessary for the efficient and effective operation of the services and programs provided for herein.



TIP of Orange County
Administrative Office
(757) 613-2258
8411 S. Los Feliz Drive
Tempe, AZ 85284
www.TIPOrangeCounty.org

February 25, 2019

City of Laguna Hills
Attn: Sgt. Aaron McFatridge
24035 El Toro Road
Laguna Hills, CA 92653

Dear Sgt. McFatridge,

As we discussed, TIP is in agreement that a five-year contract would be beneficial to all parties. The new term of the contract would begin July 1, 2020, and run through June 30, 2025. TIP's compensation for all work performed according to the final agreement, shall be \$18,205.00 for the five-year term. TIP will submit an annual invoice to the City in the amount of \$3,641.00. We invoice at the beginning of our fiscal year, which runs July 1 through June 30 each year.

The Scope of Services and Work Summary Sheet we have previously agreed to in our contracts with the City of Laguna Hills is attached.

Please let us know if we can be of further assistance with this process.

Sincerely,

A handwritten signature in black ink that reads "Cindy Tabor".

Cindy Tabor
Executive Director
949-636-8689

Attachment: TIP Renewal Letter (2138 : FY 2020/2021 - 2024-2025 TIP Agreement)



TIP of Orange County
Administrative Office
 (757) 613-2258
 8411 S. Los Feliz Drive
 Tempe, AZ 85284
 www.TIPOrangeCounty.org

SCOPE OF SERVICES/WORK SUMMARY SHEET

Schedule of Fees

Trauma Intervention Programs, Inc., shall invoice City annually on July 1 for professional services rendered. Invoices under this agreement shall not exceed the total amount of \$18,205.00 (30,344 x 12 cents x 5 years).

Schedule of Performance

Trauma Intervention Programs, Inc., hereinafter referred to as "TIP", shall provide a range of emotional and practical support services to Laguna Hills victims of traumatic events and their family members (hereinafter referred to as "clients") including, but not limited to providing on- scene emotional comfort and support to clients; help arrange for shelter, clothing, food, and transportation for clients; assist police officers with death notifications; serve as liaisons between the victims and the emergency personnel; provide information and referrals to appropriate agencies for ongoing support of clients; and serve as temporary protectors for vulnerable victims.

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- Persons involved in vehicle accidents
- Person who are distraught and seeking immediate support
- Survivors of suicide
- Employees after workplace tragedies

TIP shall make available to the City sufficient information to enable the City to contact the appropriate TIP volunteer, including 24-hour on-call phone number, address, and names of volunteers, supervisors (when appropriate), as well as alternate or backup telephone numbers.

TIP or TIP's employees and/or volunteers shall provide all vehicles and equipment necessary for the performance of services in this Agreement and shall be responsible for maintenance of said equipment and vehicles.

TIP shall provide all personnel, volunteers, supplies, and equipment necessary for the efficient and effective operation of the services and programs provided for herein.

"Citizens Helping Citizens In Crisis"



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020

TO: Mayor and Council Members

FROM: David Chantarangsu
Community Development Director

ISSUE: A Proposed Resolution Authorizing an Application For, and Receipt Of, Local Government Planning Support Grant Program Funds from the Local Early Action Planning (LEAP) Program.

RECOMMENDATION: That the City Council adopt a Resolution entitled: “A Resolution of the City Council of the City of Laguna Hills, California, authorizing an application for, and receipt of, Local Government Planning Support Grant Program Funds.”

SUMMARY:

The State Department of Housing and Community Development (HCD) Local Government Planning Support Grants Program, also referred to as the Local Early Action Planning Grants Program (LEAP), provides funding to local jurisdictions to assist with the preparation of city planning documents that support housing such as the City’s Housing Element. The City is currently preparing to update the Housing Element for the period covering 2021-2028, as required by State law.

Staff recommends that the City Council take advantage of the LEAP Grant, which will reduce the need for the City to use its funding resources to complete the required upcoming Housing Element update, which is estimated to carry a consultant cost of \$125,000. Additional costs are anticipated for staff and City Attorney. The grant application is due July 1, 2020, and City Council adoption of the attached Resolution is required as a part of the grant application process (Attachment 1). Staff recommends that the City Council adopt the attached Resolution authorizing staff to submit the application for LEAP Grant funds which provides \$150,000 to the City (Attachment 2).

Local Early Action Planning (LEAP) Program

June 9, 2020

Page 2

BACKGROUND:

In 2019, Governor Gavin Newsom approved AB 101, which allocated \$250 million to regions, cities, and counties under the Local Government Planning Support Grants Program administered by HCD. With this allocation, HCD established the Local Early Action Planning (LEAP) Grant for cities and counties, which consists of a one-time grant funding program with technical assistance to local governments. The primary purpose of the grant is to help local governments update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments prepare for the upcoming 6th Cycle of the Regional Housing Needs Assessment (RHNA) and associated Housing Element updates.

In January, 2020, HCD issued a Notice of Funding Availability (NOFA) in the amount of \$119,040,000 for assistance to local California jurisdictions. Funds are currently available on a non-competitive, over-the-counter basis. This means that all applications submitted during this period will be reviewed and approved on a first-come, first-serve basis, as long as all application requirements have been met. Funding awards for jurisdictions are based on population size. If approved, the City of Laguna Hills is eligible for a minimum award of \$25,000 and a maximum award of \$150,000. The application deadline to submit for the LEAP grant during the over-the-counter period is July 1, 2020.

Proposed Use of Funding & Timeline

Staff intends to utilize LEAP Grant funding for the preparation and adoption of an updated Housing Element. Staff intends to apply for an award amount of \$150,000. The amount would help offset the projected amount for the City's Planning/Housing Element consultant to complete the Housing Element Update.

The Housing Element is a State-mandated component of the City's General Plan, which identifies the City's housing conditions and the ways in which the City can meet both existing and projected housing needs, including the City's share of the Regional Housing Needs Allocation. The Housing Element is required to be updated every eight years. The City's most recent Housing Element update was for the 2013 – 2021 Planning Period. An updated Housing Element is required to be submitted by October, 2021 for the sixth cycle of RHNA, which covers the 2021 – 2029 Planning Period.

Local Early Action Planning (LEAP) Program

June 9, 2020

Page 3

FISCAL IMPACT:

There is no fiscal impact relating to the authorization to submit the grant application for consideration by the Department of Housing and Community Development. Further, if the grant funds are awarded, there is no City match required. The recommended action will allow the City to be eligible to participate in the LEAP grant program and, if approved by the HCD, be awarded \$150,000 for the purpose of preparing and adopting required updates to the Housing Element. The City has already budgeted \$150,000 for the Housing Element Update in the next two fiscal years; if approved, the LEAP Grant funds would help offset those costs.

ATTACHMENTS:

- Attachment 1 - Proposed Resolution
- Attachment 2 - LEAP Application

RESOLUTION NO. 2020-06-09-X

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, AUTHORIZING
APPLICATION FOR, AND RECEIPT OF, LOCAL
GOVERNMENT PLANNING SUPPORT GRANT PROGRAM
FUNDS

The City Council of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, pursuant to Health and Safety Code 50515 et. Seq, the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the City Council of the City of Laguna Hills desires to submit a LEAP grant application package ("Application"), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of \$119,040,000 for assistance to all California Jurisdictions;

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

SECTION 1. The City Manager is hereby authorized and directed to apply for and submit to the Department the Application package;

SECTION 2. In connection with the LEAP grant, if the Application is approved by the Department, the City Manager of the City of Laguna Hills is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of \$150,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant's obligations related thereto, and all amendments thereto; and

SECTION 3. The City shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard

Resolution No. 2020-06-09-X
Page 2

Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

PASSED, APPROVED, AND ADOPTED this 9th day of June, 2020.

JANINE HEFT, MAYOR

ATTEST:

MELISSA AU-YEUNG, CITY CLERK

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

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-06-09-X adopted by the City Council of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 9^h day of June, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

MELISSA AU-YEUNG, CITY CLERK

Local Early Action Planning Grant Application



**State of California
Governor Gavin Newsom**

**Alexis Podesta, Secretary
Business, Consumer Services and Housing Agency**

**Doug McCauley, Acting Director
Department of Housing and Community Development**

**Zachary Olmsted, Deputy Director
Department of Housing and Community Development
Housing Policy Development**

2020 West El Camino, Suite 500
Sacramento, CA 95833

Website: <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>

Email: EarlyActionPlanning@hcd.ca.gov

January 27, 2020

LEAP Application Packaging Instructions

The applicant is applying to the Department of Housing and Community Development (Department) for a grant authorized underneath the Local Early Action Planning Grants (LEAP) provisions pursuant to Health and Safety Code Sections 50515 through 50515.05. LEAP provides funding to jurisdictions for the preparation and adoption of planning documents, process improvements that accelerate housing production and facilitate compliance in implementing the sixth cycle of the regional housing need assessment. If you have questions regarding this application or LEAP, email earlyactionplanning@hcd.ca.gov.

If approved for funding, the LEAP application is incorporated as part of your Standard Agreement with the Department. In order to be considered for funding, all sections of this application, including attachments and exhibits if required, must be complete and accurate.

All applicants must submit a complete, signed, original application package and digital copy on CD or USB flash drive to the Department and postmarked by the specified due date in the NOFA. Applicants will demonstrate consistency with LEAP requirements by utilizing the following forms and manner prescribed in this application.

- Pages 3 through 14 constitute the full application (save paper, print only what is needed)
- Attachment 1: Project Timeline and Budget: Including high-level tasks, sub-tasks, begin and end dates, budgeted amounts, deliverables, and adoption and implementation dates.
- Attachment 2: Nexus to Accelerating Housing Production
- Attachment 3: State and Other Planning Priorities
- Attachment 4: Required Resolution Template
- Government Agency Taxpayer ID Form (available as a download from the LEAP webpage located at <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>)
- If the applicant is partnering with another local government or other entity, include a copy of the legally binding agreement; and
- Supporting documentation (e.g., letters of support, scope of work, project timelines, etc.)

Pursuant to Section XII of the LEAP 2020 Notice of Funding Availability (NOFA), the application package must be postmarked on or before July 1, 2020, and received by the Department at the following address:

**Department of Housing and Community Development
Division of Housing Policy Development
2020 West El Camino Ave, Suite 500
Sacramento, CA 95833**

Attachment: Attachment 2 - LEAP Application (2149 : Local Early Action Planning (LEAP) Program)

A. Applicant Information and Certification

Applicant (Jurisdiction)		City of Laguna Hills	
Applicant's Agency Type		Local Government (City)	
Applicant's Mailing Address		24035 El Toro Road	
City		Laguna Hills	
State	California	Zip Code	92653
County		Orange	
Website		www.lagunahillsca.gov	
Authorized Representative Name		Don White	
Authorized Representative Title		City Manager	
Phone	949-707-2600	Fax	949-707-2614
Email	dwhite@lagunahillsca.gov		
Contact Person Name		David Chantarangsu	
Contact Person Title		Community Development Director	
Phone	949-707-2600	Fax	949-707-2633
Email	dchantarangsu@lagunahillsca.gov		
Proposed Grant Amount	\$	150,000	

Pursuant to Health and Safety Code Section 50515.03 through (d) of the Guidelines, all applicants must meet the following two requirements to be eligible for an award:

1. Does the application demonstrate a nexus to accelerating housing production as shown in Attachment 1?	Yes	☒	No	☐
2. Does the application demonstrate that the applicant is consistent with State Planning or Other Priorities; Attachment 2?	Yes	☒	No	☐
Is a fully executed resolution included with the application package?	Yes	☒	No	☐
Does the address on the Government Agency Taxpayer ID Form exactly match the address listed above?	Yes	☒	No	☐
Is the applicant partnering with another eligible local government entity? If Yes, provide a fully executed copy of the legally binding agreement.	Yes	☐	No	☒

As the official designated by the governing body, I hereby certify that if approved by HCD for funding through the Local Early Action Planning Program (LEAP), the City of Laguna Hills assumes the responsibilities specified in the Notice of Funding Availability and certifies that the information, statements and other contents contained in this application are true and correct.

Signature: _____ Name: _____ Don White

Date: _____ Title: _____ City Manager

B. Proposed Activities Checklist

Check all activities the locality is undertaking. Activities must match the project description.

1	☐	Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, implementation of sustainable communities strategies, and local coastal programs
2	☐	Completing environmental clearance to eliminate the need for project-specific review
3	☐	Establishing housing incentive zones or other area based housing incentives beyond State Density Bonus Law such as a workforce housing opportunity zone pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code or a housing sustainability district pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code
4	☐	Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
5	☐	Planning documents to promote development of publicly owned land such as partnering with other local entities to identify and prepare excess or surplus property for residential development
6	☐	Revamping local planning processes to speed up housing production
7	☐	Developing or improving an accessory dwelling unit ordinance in compliance with Section 65852.2 of the Government Code
8	☐	Planning documents for a smaller geography (less than jurisdiction-wide) with a significant impact on housing production including an overlay district, project level specific plan, or development standards modifications proposed for significant areas of a locality, such as corridors, downtown or priority growth areas
9	☐	Rezoning to meet requirements pursuant to Government Code Section 65583(c)(1) and other rezoning efforts to comply with housing element requirements, including Government Code Section 65583.2(c) (AB 1397, Statutes of 2018)
10	☐	Upzoning or other implementation measures to intensify land use patterns in strategic locations such as close proximity to transit, jobs or other amenities
11	☐	Rezoning for multifamily housing in high resource areas (according to Tax Credit Allocation Committee/Housing Community Development Opportunity Area Maps); Establishing Pre-approved architectural and site plans
12	☒	Preparing and adopting housing elements of the general plan that include an implementation component to facilitate compliance with the sixth cycle RHNA
13	☐	Adopting planning documents to coordinate with suballocations under Regional Early Action Planning Grants (REAP) that accommodate the development of housing and infrastructure and accelerate housing production in a way that aligns with state planning priorities, housing, transportation equity and climate goals, including hazard mitigation or climate adaptation
14	☐	Zoning for by-right supportive housing, pursuant to Government Code section 65651 (Chapter 753, Statutes of 2018)
15	☐	Zoning incentives for housing for persons with special needs, including persons with developmental disabilities
16	☐	Planning documents related to carrying out a local or regional housing trust fund
17	☐	Environmental hazard assessments; data collection on permit tracking; feasibility studies, site analysis, or other background studies that are ancillary (e.g., less than 15% of the total grant amount) and part of a proposed activity with a nexus to accelerating housing production
18	☐	Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production
19	☐	Establishing Prohousing Policies

Attachment: Attachment 2 - LEAP Application (2149 : Local Early Action Planning (LEAP) Program)

C. Project Description

*Provide a description of the project and each activity using the method outlined below, and ensure the narrative speaks to **Attachment 1: Project Timeline and Budget**.*

- a. Summary of the Project and its impact on accelerating production*
- b. Description of the tasks and major sub-tasks*
- c. Summary of the plans for adoption or implementation*

Please be succinct and use Appendix A or B if more room is needed.

The City's next Housing Element Update ("Update") is scheduled to commence in Summer, 2020. Staff has already engaged in discussions with a consultant to facilitate the Update. Tasks and major sub-tasks included as part of the Update process consist of, but are not limited to:

- Review the status, effectiveness, and appropriateness of the programs of the 2013 – 2021 Housing Element (5th Cycle).
- Preparation of the next Housing Element (including Needs Analysis, Housing Resources and Opportunities, Constraints, and Goals, Policies, and Objectives).
- Community Outreach (workshops, public hearings).

Utilizing SCAG's Estimate Tool, the City's projected RHNA allocation will be nearly 2,000 housing units for the next Planning Period (2021 – 2029). Within the next Planning Period, the City anticipates that one major residential development project will be reviewed, and if approved, constructed; however, the number of units and the affordability levels for this project will not satisfy the City's anticipated RHNA requirements. The Update will include a thorough Sites Inventory Analysis, which consists of a city-wide site inventory/RHNA sites analysis, financial and programmatic resources, and identification of "shovel-ready" sites. By clearing the sites of various planning requirements, the City can demonstrate the potential for higher density residential development and accelerate the production of housing. Anticipated outcomes could also include higher density zoning by right, inclusionary zoning, and reduction in entitlement processing times.

D. Legislative Information

District	#	Legislator Name
Federal Congressional District	45	Katie Porter
State Assembly District	73	William P. Brough
State Senate District	36	Patricia C. Bates

Applicants can find their respective State Senate representatives at <https://www.senate.ca.gov/>, and their respective State Assembly representatives at <https://www.assembly.ca.gov/>.

Attachment 1: Project Timeline and Budget

Task	Est. Cost	Begin	End	Deliverable	Notes
Kick-off	\$ 5,000	7/1/20	7/15/20	n/a	
Evaluation of 5th Cycle HE	\$ 5,000	7/1/20	8/1/20	n/a	
HE Preparation	\$ 70,000	7/1/20	1/1/21	Draft HE	
Community Outreach	\$ 25,000	9/1/20	12/1/20	n/a	
Environmental Review	\$ 15,000	12/1/20	2/1/21	CEQA Document	
City Attorney Time	\$ 20,000	7/1/20	2/1/21		
Staff Time	\$ 10,000	7/1/20	2/1/21		
Total Projected Cost \$	150000				

Include high-level tasks, major sub-tasks (Drafting, Outreach, Public Hearings and Adoption), budget amounts, begin and end dates and deliverables. If other funding is used, please note the source and amount in the Notes section.

Attachment 2: Application Nexus to Accelerating Housing Production

Applicants shall demonstrate how the application includes a nexus to accelerating housing production by providing data regarding current baseline conditions and projected outcomes such as a reduction in timing, lower development costs, increased approval certainty, increases in number of entitlements, more feasibility, or increases in capacity. An expected outcome should be provided for each proposed deliverable. If necessary, use Appendix B to explain the activity and its nexus to accelerating housing production.

Select at least one	*Baseline	**Projected	***Difference	Notes
Timing (e.g., reduced number of processing days)				
Development cost (e.g., land, fees, financing, construction costs per unit)				
Approval certainty and reduction in discretionary review (e.g., prior versus proposed standard and level of discretion)	50%	75%	25%	See "Appendix B"
Entitlement streamlining (e.g., number of approvals)				
Feasibility of development	40%	70%	30%	See "Appendix B"
Infrastructure capacity (e.g., number of units)				
Impact on housing supply and affordability (e.g., number of units)				

*** Baseline – Current conditions in the jurisdiction (e.g. 6-month development application review, or existing number of units in a planning area)**

****Projected – Expected conditions in the jurisdiction because of the planning grant actions (e.g. 2-month development application review)**

*****Difference – Potential change resulting from the planning grant actions (e.g., 4-month acceleration in permitting, creating a more expedient development process)**

Attachment 3: State and Other Planning Priorities Certification (Page 1 of 3)

Applicants must demonstrate that the locality is consistent with State Planning or Other Planning Priorities by selecting from the list below activities that are proposed as part of this application or were completed within the last five years. Briefly summarize the activity and insert a date of completion.

State Planning Priorities

Date of Completion	Brief Description of the Action Taken
Promote Infill and Equity	
	<i>Rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas.</i>
	<i>Seek or utilize funding or support strategies to facilitate opportunities for infill development.</i>
	<i>Other (describe how this meets subarea objective)</i>
Promote Resource Protection	
	<i>Protecting, preserving, and enhancing the state's most valuable natural resources, including working landscapes such as farm, range, and forest lands; natural lands such as wetlands, watersheds, wildlife habitats, and other wildlands; recreation lands such as parks, trails, greenbelts, and other open space; and landscapes with locally unique features and areas identified by the state as deserving special protection.</i>
	<i>Actively seek a variety of funding opportunities to promote resource protection in underserved communities.</i>
	<i>Other (describe how this meets subarea objective)</i>
Encourage Efficient Development Patterns	
	<i>Ensuring that any infrastructure associated with development, other than infill development, supports new development that does the following:</i>
	<i>(1) Uses land efficiently.</i>

Attachment 3: State and Other Planning Priorities Certification (Page 2 of 3)

(2) Is built adjacent to existing developed areas to the extent consistent with environmental protection.

(3) Is located in an area appropriately planned for growth.

(4) Is served by adequate transportation and other essential utilities and services.

(5) Minimizes ongoing costs to taxpayers.

Other (describe how this meets subarea objective)

Other Planning Priorities**Affordability and Housing Choices**

Incentives and other mechanisms beyond State Density Bonus Law to encourage housing with affordability terms.

Efforts beyond state law to promote accessory dwelling units or other strategies to intensify single-family neighborhoods with more housing choices and affordability.

Upzoning or other zoning modifications to promote a variety of housing choices and densities.

3/12/19 Zoning Text Amendment to permit Residential Care Facilities for the Elderly subject to a CUP within the City's Neighborhood Mixed Use zoning district

Utilizing surplus lands to promote affordable housing choices.

Efforts to address infrastructure deficiencies in disadvantaged communities pursuant to Government Code Section 65302.10.

Other (describe how this meets subarea objective)

Attachment 3: State and Other Planning Priorities Certification (Page 3 of 3)**Conservation of Existing Affordable Housing Stock**

Policies, programs or ordinances to conserve stock such as an at-risk preservation ordinance, mobilehome park overlay zone, condominium conversion ordinance and acquisition and rehabilitation of market rate housing programs.

Policies, programs and ordinances to protect and support tenants such as rent stabilization, anti-displacement strategies, first right of refusal policies, resources to assist tenant organization and education and “just cause” eviction policies.

Other (describe how this meets subarea objective)

Climate Adaptation

Building standards, zoning and site planning requirements that address flood and fire safety, climate adaptation and hazard mitigation.

Long-term planning that addresses wildfire, land use for disadvantaged communities, and flood and local hazard mitigation.

Community engagement that provides information and consultation through a variety of methods such as meetings, workshops, and surveys and that focuses on vulnerable populations (e.g., seniors, people with disabilities, homeless, etc.).

Other (describe how this meets subarea objective)

Certification: I certify under penalty of perjury that all information contained in this LEAP State Planning and Other Planning Priorities certification form (Attachment 2) is true and correct.

Certifying Officials Name: Don White

Certifying Official's Title: City Manager

Certifying Official's Signature: _____ Date: _____

Attachment 4: Required Resolution Template

RESOLUTION NO. [insert resolution number]

A RESOLUTION OF THE [INSERT EITHER “CITY COUNCIL” OR “COUNTY BOARD OF SUPERVISORS”] OF [INSERT THE NAME OF THE CITY OR COUNTY] AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT GRANT PROGRAM FUNDS

WHEREAS, pursuant to Health and Safety Code 50515 et. Seq, the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the [insert either “City Council” or “County Board of Supervisors”] of [insert the name of the City or County] desires to submit a LEAP grant application package (“Application”), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of \$119,040,000 for assistance to all California Jurisdictions;

Now, therefore, the [insert either “City Council” or “County Board of Supervisors”] of [insert the name of the city or county] (“Applicant”) resolves as follows:

SECTION 1. The [insert the authorized designee’s TITLE ONLY] is hereby authorized and directed to apply for and submit to the Department the Application package;

SECTION 2. In connection with the LEAP grant, if the Application is approved by the Department, the [insert the authorized designee’s TITLE ONLY] of the [insert the name of the City or County] is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of [\$ enter the dollar amount of the Applicant’s request], and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant’s obligations related thereto, and all amendments thereto; and

SECTION 3. The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

ADOPTED ON [insert the date of adoption], by the [insert either “City Council” or “County Board of Supervisors”] of [insert the name of the City or County] by the following vote count:

AYES: NOES: ABSENT: ABSTAIN:

[Signature of Attesting Officer] ATTEST: APPROVED AS TO FORM:

[Signature of approval] APPROVED

Attachment: Attachment 2 - LEAP Application (2149 : Local Early Action Planning (LEAP) Program)

Appendix A

Attachment: Attachment 2 - LEAP Application (2149 : Local Early Action Planning (LEAP) Program)

Appendix B

Approval certainty and reduction in discretionary review:

An updated Housing Element will likely increase approval certainty by incorporating housing-related policies that directly support the production of residential development.

Feasibility of development:

The feasibility of any development is dependent on several variables, including cost, timing, and development restrictions. Development feasibility also requires certainty and a streamlined entitlement process. To that end, an updated Housing Element would provide increased certainty in the development process.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Mayor and Council Members
FROM: Lieutenant Matthew Stiverson
Chief of Police Services
ISSUE: 2019 Laguna Hills Police Services Annual Report

RECOMMENDATION: That the City Council receive and file the 2019 Laguna Hills Police Services Annual Report.

SUMMARY:

The Orange County Sheriff Department's Southwest Operations Division has reinstituted the use of standardized Annual Reports for each of the contract police services units within our jurisdiction.

The 2019 Laguna Hills Police Services Annual Report is attached for your reference. The report contains an overview of Police Services and contains information on patrol, traffic enforcement, crime statistics, specialty details, volunteer programs, and community support services.

ATTACHMENTS:

- 2019 Laguna Hills Police Services Annual Report



Laguna Hills Police Services



Provided by the Orange County Sheriff's Department

In partnership with the City of Laguna Hills

2019 Annual Report

Mission Statement & Core Values

THE MEN AND WOMEN OF THE
ORANGE COUNTY SHERIFF'S DEPARTMENT
ARE DEDICATED TO THE PROTECTION OF ALL WE SERVE.
WE PROVIDE EXCEPTIONAL LAW ENFORCEMENT SERVICES
FREE FROM PREJUDICE OR FAVOR, WITH LEADERSHIP,
INTEGRITY, AND RESPECT.

★

OUR CORE VALUES:

INTEGRITY WITHOUT COMPROMISE
SERVICE ABOVE SELF
PROFESSIONALISM IN THE PERFORMANCE OF DUTY
VIGILANCE IN SAFEGUARDING OUR COMMUNITY



City of Laguna Hills Police Services

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Note: The statistics listed in the annual report are received and compiled from various sources, which are listed at the bottom of the corresponding pages. The crime statistics listed in this report are not necessarily representative of the Uniform Crime Report (UCR). The statistical information contained in this report at the time of publishing and subject to further updates and revisions at any time.



City of Laguna Hills Police Services

Historical and General Overview

The City of Laguna Hills incorporated on December 20, 1991. Since that time, the City has continued to grow, adding residential communities, industrial capacity, and open space for parks and recreation. This trend continued with the annexation of North Laguna Hills on July 1, 1996, and the addition of the Westside region on September 18, 2000.

Since its inception, the City of Laguna Hills has contracted with the Orange County Sheriff's Department for its law enforcement needs. Laguna Hills Police Services is responsible for public safety and general law enforcement within the city, including patrol services, traffic enforcement, and criminal investigation. Police Services also provides a variety of Community Policing Programs for the public including Crime Prevention, Neighborhood Watch, Homeless Outreach, and other community awareness programs.

Lieutenant Matthew Stiverson was assigned as the Chief of Police Services on Friday, March 30th 2018. He commands and directs the overall operation of Police Services in the city and is assigned to City Hall.

Police Services consists of a dedicated staff of one Lieutenant, five Sergeants, two Investigators, seventeen Deputies (Patrol, Motor, School Resource Officer, Special Enforcement Team and Directed Enforcement Team), and two Community Service Officers.



2019 City Council

Mayor

Don Sedgwick

Mayor Pro Tempore

Janine Heft

Council Member

Dore Gilbert, M.D

Council Member

Erica Pezold

Council Member

Dave Wheeler



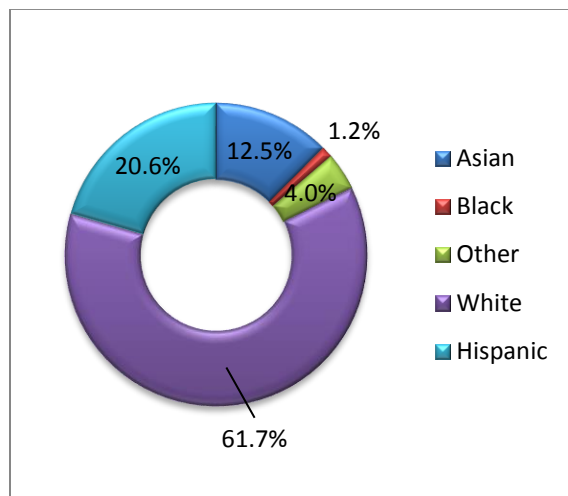
City of Laguna Hills Police Services

City Demographics*

Demographic Composition

Population: 31,818
Median Age: 41.7

Distribution by Ethnicity & Race



Development

Residential: 2,798 acres
Commercial: 414 acres
Office / Mix Use: 350 acres
Public / Institutional: 158 acres
Open Space & Parks: 539 acres



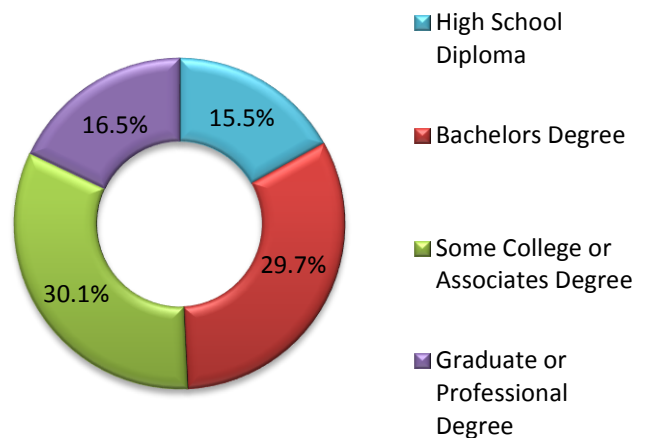
Laguna Hills Parks & Amenities

13 Neighborhood/Community Parks
Community Center and Sports Park
Civic Center Art Exhibit
Community Center Fossil Exhibit
Miles of mixed use trails /bike paths

Education Profile

Total Public Schools: 4
Total Private Schools: 3

Educational Attainment



Corridors

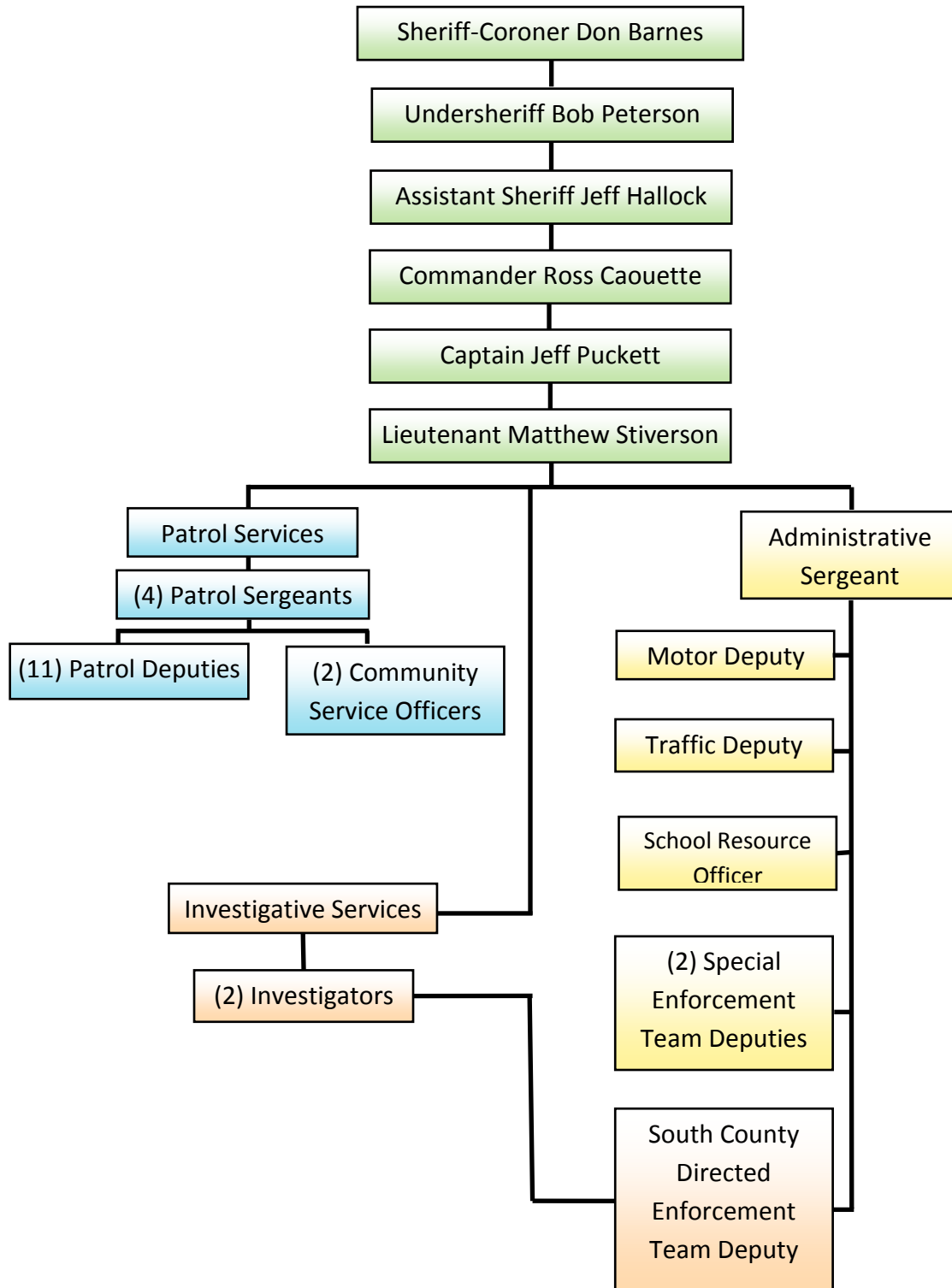
Interstate 5, 405 and 73 Toll Road

*Sources: City of Laguna Hills website, Cal State Fullerton- Center for Demographic Research



City of Laguna Hills Police Services

Organizational Chart





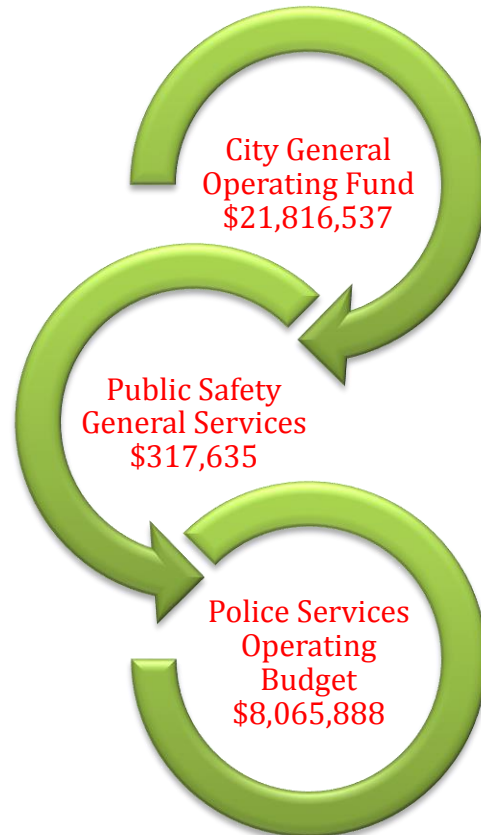
City of Laguna Hills Police Services

Police Services Budget

Fiscal Year 2018-2019*

Number of Personnel	Sworn Staff
1	Lieutenant
5	Sergeants
11	Patrol Deputies
1	Motor Deputy
1	Traffic Deputy
2	Investigators
2	Special Enforcement Team Deputies
1	Directed Enforcement Deputy
1	School Resources Officer Homeless Liaison Officers (2-Ancillary)
Number of Personnel	Professional Staff
2	Community Service Officers
Total OCSD Contract Staff: 27	

City Programs
Emergency Management
Animal Control Services
Crossing Guard Services
Trauma Intervention Program
Special Events



**Total Public Safety Budget
Fiscal 2018 - 2019 Year:
\$8,383,523**

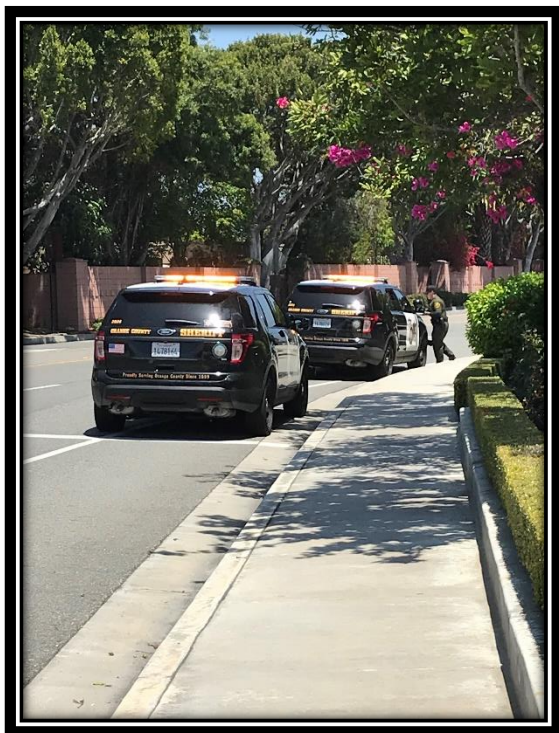
*Police Services Budget is provided by the City's Finance Department



City of Laguna Hills Police Services

Police Services Staffing

The men and women of the Orange County Sheriff's Department diligently enforce the law without fear or favor, protecting lives and property. They patrol the streets of Laguna Hills 24 hours a day to secure and promote safety in the community, acting as peacekeepers, mediators, mentors, counselors, educators, and role models.



Recognizing the importance of police services within our community, staffing levels are set to meet the anticipated service needs of the city. Supervision consists of one lieutenant, four patrol sergeants and one administrative sergeant. In 2019, there were 13 patrol deputy positions for Laguna Hills.

In addition to the thirteen patrol positions, there are two Traffic Enforcement Deputies (one motor, one patrol car), one School Resource Officer, one Directed Enforcement Team (DET) Deputy, two Community Service Officers (CSO), and two Investigators actively working in the field to protect the community. Two patrol deputies have received specialized training and fulfill ancillary duties as Homeless Liaison Deputies. In February 2020, two deputies were reassigned from routine patrol assignments to a Special Enforcement Team. This team utilizes contemporary policing principles to actively mitigate criminal activity and enhance our Community Oriented Policing approach.



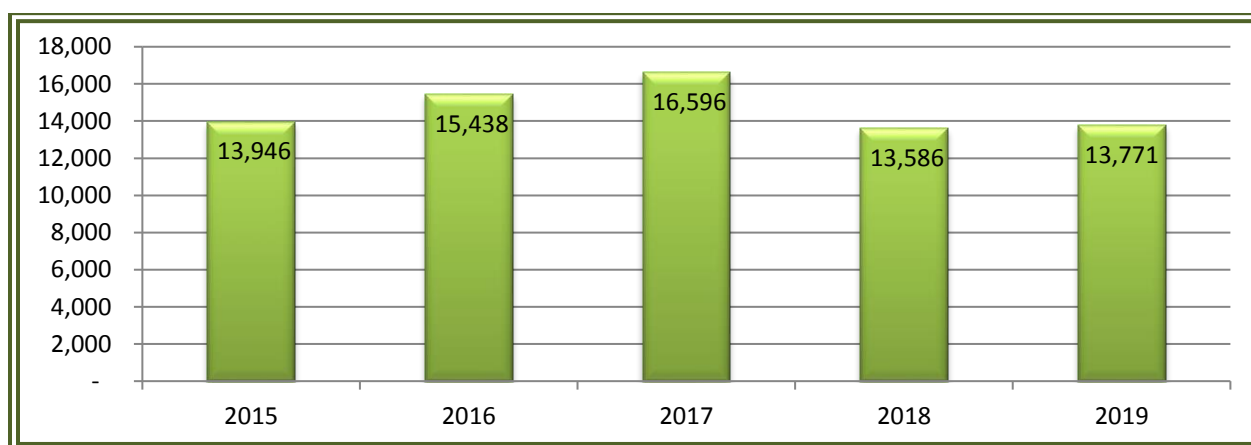
City of Laguna Hills Police Services

Patrol Statistics

Calls for Service*

Laguna Hills Police Services responded to 13,771 calls for service in 2019. The total calls for service include calls that were generated through dispatch and by the patrol deputies' self-initiated observations.

5-Year Comparison of Calls for Service



Preventative Patrol Time**

Consume Time is the measurement of time a deputy spends responding to calls for service, conducting self-initiated activities, finishing reports, attending briefings, lunch breaks, and other activities that consume a deputy's time.

Preventative Patrol Time is time used by deputies to be visible for crime suppression, speak with people in the community, enforce traffic laws and look for criminal activity. A deputy visibly patrolling the city helps to deter crime, promotes a sense of security within the community, and provides faster response times to priority or life-threatening calls for service.

Average Preventative Patrol Time 5-year Comparison**

2015	2016	2017	2018	2019
54.82 %	47.19 %	46.85 %	50.10 %	51.89 %

*Calls for Service Statistics are calculated using the Orange County Sheriff's Department's CAD program

**Per the Matrix Consulting Group that completed a survey June 3, 2014, 40-50% preventative patrol time is recommended



City of Laguna Hills Police Services

Patrol Statistics

Response Times*

Emergency Response calls are all calls for service that have the potential of being a life threatening incident and require the deputies to respond using the vehicle's lights and sirens.

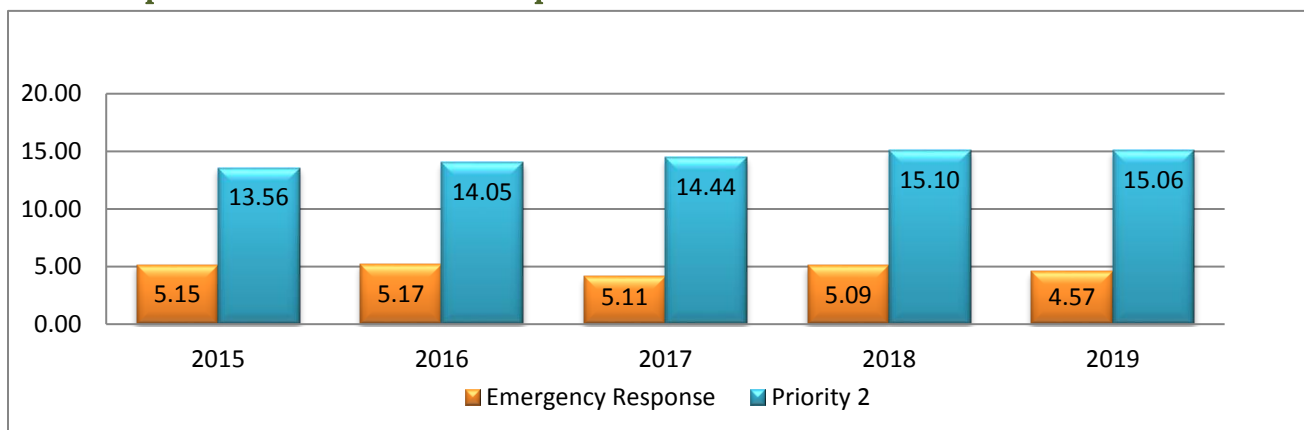
In 2013, the Sheriff's Department began looking at all emergency response calls that took longer than 5 minutes, in order to ascertain and record the reason for a delay in response. It was found that the program responsible for calculating response times, did not take into account many situations that effect response times, including but not limited to calls that escalate or de-escalate in severity. Emergency calls are now calculated by hand every month in order to report a more accurate "reconciled" response time.

- ❖ The average reconciled response time during 2019 for Emergency Response calls was **4 minutes and 57 seconds**.

Priority 2 calls include serious crimes that just occurred, incidents likely to escalate to a crime against a person, or any incident where a delay would impede further investigation or cause someone to be in jeopardy.

- ❖ The average response time during 2019 for priority 2 calls was **15 minutes and 6 seconds** from when the call was received to when a deputy arrives at the scene.

Response Times 5-Year Comparison



*Response Times are calculated using the Sheriff Department's, "Stats Response Time Report" and reconciled monthly



City of Laguna Hills Police Services

Patrol Statistics

Arrest Statistics*

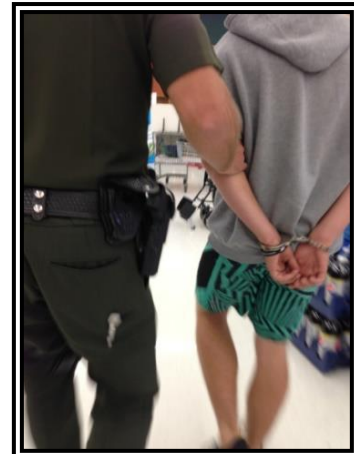
Police Services made a total of 349 arrests in 2019. The number of street arrests totaled 187. A street arrest is an arrest that results in the suspect being transported and booked at the Intake/ Release Center in Santa Ana. A total number of 107 citation arrests were made in 2019. A citation arrest is a misdemeanor arrest that results in the suspect being released in the field after being issued a criminal citation. Another category of arrests is warrant arrests with a total of 55 warrant arrests for 2019. Arrest statistics vary year-to-year based on a number of factors including but not limited to: staffing levels, calls for service and crime trends.

5-Year Comparison

Type of Arrest	2015	2016	2017	2018	2019
Street Arrests	212	194	202	245	187
Citation Arrests	168	175	135	120	107
Warrant Arrests	105	66	57	50	55
Total Arrests	485	435	394	415	349



*Arrest Statistics are received from the OCSD Statistical Department & calculated through the RMS program





City of Laguna Hills Police Services

Crime Statistics*

Crime Reporting

The task of compiling crime statistics rests with the Orange County Sheriff's Department Support Services Division. Statistics and data are gathered, tabulated in accordance with the FBI's Uniform Crime Reporting (UCR) Program and then forwarded to the Department of Justice. The UCR program divides offenses into two groups, Part I and Part II crimes. Part I crimes are violent or serious crimes that occur regularly, in all areas of the country, and are likely to be reported to the police. Part II crimes are all other crimes (not included in Part I crimes) that someone can be arrested or issued a criminal citation for.

Part I Crimes 5-Year Comparison

Crime	2015	2016	2017	2018	2019
Criminal Homicide	0	0	1	0	0
Rape	8	5	5	5	3
Robbery	13	9	18	16	15
Assault	22	20	20	35	20
Burglary	80	107	117	97	82
Larceny	396	381	301	277	288
Auto Theft	46	48	49	28	35
Total	565	570	511	458	443

Major Part II Crimes 5-Year Comparison

Crime	2015	2016	2017	2018	2019
Assaults-Misdemeanor	110	81	85	106	103
Vandalism	95	65	101	102	82
Weapons Laws Violations	8	14	14	19	17
Offenses Against Family-Child	1	1	3	2	1
Sex Offenses	5	5	7	9	11
Narcotics Law Violations	86	93	78	105	69
Liquor Law Violations	6	2	7	10	8
Driving While Intoxicated	45	49	51	63	43
Disorderly Conduct	47	38	35	69	41

*UCR Crime Statistics can be found on the FBI website: <http://www.fbi.gov/>. OCSD reports UCR Crime Statistics to the DOJ on a monthly basis.



City of Laguna Hills Police Services

Crime Statistics*

2016-2018 Countywide Part 1 Crime Comparison

When comparing the crime statistics from the FBI's UCR for 2018, the City of Laguna Hills ranks 13th out of the 34 cities in Orange County. This ranking is based on the number of Part 1 crimes committed per every 1,000 residents. This has improved two rankings since 2016, when the city was ranked 15th. Compared to the other cities within the county, Laguna Hills continues to be a safe place to live, work, and play.

See the next three pages for the county comparison for 2016-2018. The cities highlighted in green are cities that have contracted with the Orange County Sheriff's Department for police services.





City of Laguna Hills Police Services

Crime Statistics*

2018 Orange County Cities Part 1 Crime Comparison

Rank	City	Population	Total Part 1 Crimes	Part 1 Crimes per 1,000 residents
1	Laguna Woods	16,219	118	7.28
2	Rancho Santa Margarita	48,918	362	7.40
3	Aliso Viejo	52,183	488	9.35
4	Villa Park	5,904	57	9.65
5	Laguna Niguel	66,806	721	10.79
6	Lake Forest	85,302	920	10.79
7	OCSD Unincorporated Areas	128,726	1,399	10.87
8	Mission Viejo	96,419	1,050	10.89
9	San Juan Capistrano	36,295	435	11.99
10	Yorba Linda	68,794	856	12.44
11	Irvine	288,052	3,819	13.26
12	Los Alamitos	11,629	164	14.10
13	Laguna Hills	31,474	457	14.52
14	Cypress	49,223	762	15.48
15	San Clemente	65,509	1,014	15.48
16	Dana Point	34,019	573	16.84
17	Orange	141,108	2,638	18.69
18	Stanton	38,618	753	19.50
19	Placentia	52,324	1,024	19.57
20	La Habra	62,769	1,266	20.17
21	Huntington Beach	203,428	4,422	21.74
22	La Palma	15,747	354	22.48
23	Laguna Beach	23,202	533	22.97
24	Santa Ana	335,403	7,961	23.74
25	Tustin	81,243	1,996	24.57
26	Newport Beach	86,276	2,197	25.46
27	Garden Grove	174,661	4,547	26.03
28	Seal Beach	24,356	640	26.28
29	Fountain Valley	56,433	1,548	27.43
30	Anaheim	354,743	9,894	27.89
31	Fullerton	141,132	3,992	28.29
32	Westminster	91,821	2,719	29.61
33	Brea	43,279	1,376	31.79
34	Buena Park	83,336	2,840	34.08

*UCR Crime Statistics are published by the FBI & include arsons that are reported to the FBI by the Orange County Fire Authority
Cities highlighted in green are contracted with the Orange County Sheriff's Department



City of Laguna Hills Police Services

Crime Statistics*

2017 Orange County Cities Part 1 Crime Comparison

Rank	City	Population	Total Part 1 Crimes	Part 1 Crimes per 1,000 residents
1	Rancho Santa Margarita	49,144	360	7.33
2	Laguna Woods	16,305	131	8.03
3	Aliso Viejo	51,984	438	8.43
4	Laguna Niguel	65,700	627	9.54
5	Lake Forest	84,224	890	10.57
6	Yorba Linda	68,889	759	11.02
7	Mission Viejo	96,928	1070	11.04
8	OCSD Unincorporated	126,342	1396	11.05
9	Villa Park	5,933	76	12.81
10	San Clemente	65,596	903	13.77
11	Irvine	276,115	3,804	13.78
12	San Juan Capistrano	36,532	530	14.51
13	Laguna Hills	31,715	511	16.11
14	Cypress	49,064	795	16.20
15	Dana Point	34,123	579	16.97
16	Placentia	52,437	953	18.17
17	Los Alamitos	11,671	218	18.68
18	Orange	141,130	2,802	19.85
19	Stanton	38,767	791	20.40
20	La Habra	61,878	1,388	22.43
21	Huntington Beach	202,244	4,746	23.47
22	La Palma	15,811	382	24.16
23	Tustin	81,246	2,081	25.61
24	Santa Ana	335,699	8,657	25.79
25	Newport Beach	86,910	2,247	25.85
26	Seal Beach	24,495	688	28.09
27	Garden Grove	175,466	4,950	28.21
28	Laguna Beach	23,261	659	28.33
29	Fountain Valley	56,704	1,649	29.08
30	Anaheim	353,400	10,549	29.85
31	Fullerton	141,637	4,245	29.97
32	Westminster	91,863	3,106	33.81
33	Brea	43,000	1,554	36.14
34	Buena Park	83,552	3,106	37.17

*UCR Crime Statistics are published by the FBI & include arsons that are reported to the FBI by the Orange County Fire Authority
Cities highlighted in green are contracted with the Orange County Sheriff's Department



City of Laguna Hills Police Services

Crime Statistics*

2016 Orange County Cities Part 1 Crime Comparison

Rank	City	Population	Total Part 1 Crimes	Part 1 Crimes per 1,000 residents
1	Rancho Santa Margarita	49,606	315	6.35
2	Aliso Viejo	50,604	440	8.69
3	Lake Forest	83,511	851	10.19
4	OCSD Unincorporated	125,209	1,352	10.80
5	Mission Viejo	97,950	1,058	10.80
6	Laguna Woods	16,473	181	10.99
7	Yorba Linda	68,702	766	11.15
8	Laguna Niguel	66,352	816	12.30
9	San Clemente	65,915	874	13.26
10	San Juan Capistrano	36,798	523	14.21
11	Villa Park	5,991	86	14.35
12	Irvine	266,663	3,889	14.58
13	Placentia	52,800	867	16.42
14	Cypress	49,557	844	17.03
15	Laguna Hills	32,045	570	17.79
16	Dana Point	34,349	623	18.14
17	Los Alamitos	11,774	232	19.70
18	Orange	141,841	2,836	19.99
19	Stanton	39,066	865	22.14
20	Seal Beach	24,721	574	23.22
21	La Habra	62,483	1,454	23.27
22	Tustin	81,642	1,926	23.59
23	Huntington Beach	204,071	4,889	23.96
24	La Palma	15,975	406	25.41
25	Santa Ana	337,419	8,592	25.46
26	Fountain Valley	57,291	1,506	26.29
27	Newport Beach	87,482	2,351	26.87
28	Garden Grove	176,230	4,867	27.62
29	Fullerton	141,968	3,940	27.75
30	Anaheim	353,504	10,826	30.62
31	Laguna Beach	23,486	762	32.44
32	Westminster	92,582	3,029	32.72
33	Buena Park	83,768	2,837	33.87
34	Brea	42,465	1,523	35.86

*UCR Crime Statistics are published by the FBI & include arsons that are reported to the FBI by the Orange County Fire Authority
Cities highlighted in green are contracted with the Orange County Sheriff's Department

City of Laguna Hills Police Services



Investigations*



Investigators write follow-up reports; examine crime scenes; interview victims, witnesses, and suspects; and present cases to the District Attorney's Office for criminal filings. Investigators are highly trained and not only investigate crimes, but study patterns of criminal offenses in an effort to deter further criminal activity within the community.

The Investigators assigned to the City of Laguna Hills investigate felony crimes such as residential and commercial burglaries, aggravated assaults, as well as misdemeanor crimes like vandalism and petty theft, and other Non-Criminal cases such as runaways or missing juveniles.

Out of the 13,771 calls for service, 1,926 of those offenses generated some type of incident report. Of those reports 1909 adult cases and 17 juvenile cases were assigned to Laguna Hills Investigations. Other cases were assigned to special investigation units such as the Bank Robbery Apprehension Team (BRAT), Economic Crimes, Homicide, and Special Victims Detail. The remaining reports were cleared by arrest, citation or dismissed.



* Investigator's Statistics are received from the South Investigation's Division in their annual report



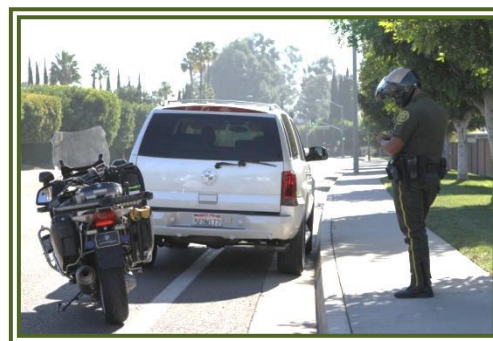
City of Laguna Hills Police Services

Traffic Enforcement

Traffic issues continue to be a priority of the community. Police Services has been very responsive to this and has reacted with a combination of education and enforcement. The goal of Police Services in this regard is to reduce traffic accidents by utilizing a heightened level of police presence, education and enforcement.

Motor Deputy

The primary assignment of the City's motor deputy (1) is to enforce the California Vehicle Code and the prima facie speed limits in the city. If a need arises, the motor deputy can also be utilized to assist Patrol Deputies, Investigators, and Community Service Officers with traffic accident investigations.



High Visibility Enforcement (HVE) Deputy



The (HVE) Deputy employs a universal traffic safety approach combining highly visible and proactive law enforcement strategies targeting specific traffic safety issues. This approach is designed to create deterrence and change unlawful traffic behaviors. The HVE Deputy is available to assist with routine calls for service and is tasked with conducting high visibility patrol checks of city trails, recreational areas and facilities.

Community Service Officers

The City's Community Service Officers (2) are assigned to perform parking enforcement and complete reports of both non-injury and injury traffic collisions. They are non-sworn personnel and are specifically trained in these areas. These officers are assigned to separate shifts to provide the best coverage for the city.



City of Laguna Hills Police Services

Traffic Statistics*

Parking Enforcement**

Parking citations include street sweeping, permit parking, handicap, and vehicle code violations. In 2019, Police Services' staff issued a total of 2107 parking tickets.

5-Year Comparison

2015	2016	2017	2018	2019
1972	2590	2564	2071	2107

Hazardous Moving Citations***

A hazardous moving citation constitutes any act or omission of the vehicle code that is done while the vehicle is moving. This would include violations such as speeding, following too closely and failure to yield. The majority of these types of violations are commonly found to be the primary factors in traffic accidents. Enforcement has proven to be one of the major factors in reduction of traffic accidents. In 2019, Laguna Hills deputies issued a total of 951 hazardous moving citations.

5-Year Comparison

2015	2016	2017	2018	2019
2113	1560	1114	1046	951

All Other Citations***

"All other" citations include all traffic related citations other than parking and hazardous moving violations, such as licensing and equipment violations. The Deputies issued a total of 213 citations in 2019.

5-Year Comparison

2015	2016	2017	2018	2019
1292	874	578	299	213

*Traffic Citation Statistics vary based on a number of factors including but not limited to: traffic trends, staffing, and calls for service

**Parking Enforcement Statistics are received from the City's Citation Processing Center

***Citation Statistics are received from the OCSD Regional Traffic Office



City of Laguna Hills Police Services

Traffic Statistics

Enforcement Index*

The enforcement index is a measure of traffic enforcement effectiveness as it relates to the incidents of fatal and injury collisions. The index is based on the percentage of citations issued for hazardous violations compared to the number of fatal and injury collisions. Generally speaking, the higher the enforcement index percentage, the more aggressive the traffic officers have been in identifying and enforcing hazardous traffic violations. The index is determined by dividing the number of hazardous violations by the number of fatal and injury collisions. Per the Office of Traffic Safety, an enforcement index in the 25-35 percent range is desirable.

5-Year Comparison

2015	2016	2017	2018	2019
21.56%	15.76%	11.73%	8.79%	9.51 %

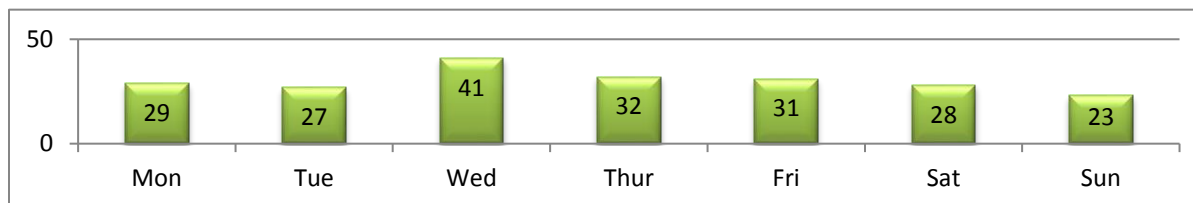
Traffic Accidents*

The City of Laguna Hills had a total of 211 reported traffic accidents in 2019. Two (2) fatalities resulted from these traffic accidents. Below is a graph showing the breakdown of traffic accidents in the city during 2019 by day of the week.

5-Year Comparison

	2015	2016	2017	2018	2019
Non-Injury	127	138	175	134	111
Injury	106	97	98	95	98
Fatalities	1	1	0	4	2

Laguna Hills Traffic Collisions by Day of the Week for 2019



*The Enforcement Index & Traffic Accidents Statistics are received from the OCSD Regional Traffic Office



City of Laguna Hills Police Services

Specialty Details

Special Enforcement Team (SET)

The Special Enforcement Team (SET) is a problem-oriented policing unit designed to actively suppress criminal activity and mitigate emerging public safety concerns identified through crime analysis. The SET team's primary role is to actively address community issues by proactively enforcing laws and assisting Investigative teams in identifying and apprehending suspects in Laguna Hills. The SET team also provides active oversight of gang members, parolees, and probationers. The SET team is also responsible for assisting patrol deputies with high priority calls.

Directed Enforcement Team (DET)

The Directed Enforcement Team (DET) handles specific crime problems or concerns of South County Communities. The goal of DET is to apprehend offenders, search premises, and/ or seize evidence of illegal activity. The team is comprised of two Sergeants, one Investigator, and eight Deputies. One Laguna Hills Deputy is assigned to the team for eighteen months.

Bicycle Patrol Team

The Bicycle Patrol Team is an integral part of our community policing approach. It is an ancillary assignment comprised of specially trained patrol deputies who are equipped with bicycles designed to conduct law enforcement patrols and investigative stops. This team is utilized in areas such as shopping centers, bike trails, business parks, community parks, and during special events where access on foot or by patrol vehicle is hindered. Deployment of these teams increases engagement with the public and fosters communication and trust with the community we serve.



School Resource Officer

The School Resource Officer (SRO) is a sworn peace officer that is dedicated to serving the students and staff at the schools within Laguna Hills. The SRO has been to a variety of specialized training focused on assisting schools with security and safety. This allows for all students and staff to be able to function in a safe learning environment. In addition, the SRO will also assist in providing educational opportunities such as "Every Fifteen Minutes" (a DUI awareness program), and The Parent Project.



City of Laguna Hills Police Services

Specialty Details

Homeless Liaison Officer (HLO) – *Ancillary Assignment*

The Homeless Liaison Officer program is part of a multidisciplinary whole community approach consisting of law enforcement, OC Healthcare Agency, mental health workers, fire, hospitals, public works, code enforcement, park rangers, residents, businesses, service providers, and homeless advocacy groups working together to help transition homeless individuals off the streets and in to supportive housing and services.

The Laguna Hills HLO's work collaboratively with Mercy House, the City's contracted homeless support services provider, as well as various government agencies, faith-based groups and private organizations. The collaborative approach focuses on outreach and enforcement to assist the homeless population and provide them with access to available resources and services, while protecting the quality of life for the citizens of Laguna Hills.

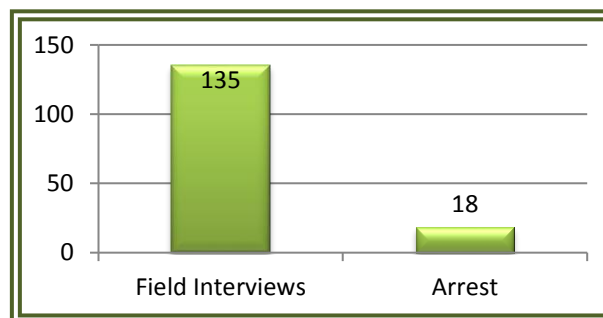
Homeless Assisted with Resources in 2019

Food	Employment	Housing	Medical	Mental Health	Substance Abuse	V.A.
29	26	25	21	23	23	7



Homeless Interview & Arrest Correlation

In 2019, there were 135 field interviews of homeless persons in Laguna Hills. Of those, 18 were arrested for a law violation.



*The City's Statistics regarding the homeless, are kept by the Homeless Liaison Officer



City of Laguna Hills Police Services

Crime Prevention

The City's Crime Prevention Program is structured to provide community outreach educating residents on how to help prevent crime and promote safety within their sphere of influence. Crime Prevention activities include the following programs.

Neighborhood Watch

Neighborhood Watch focuses on each neighborhood separately and the concerns they may have in their area of the city. The Crime Prevention Program focuses on teaching residents how they can better protect themselves and their property, how the sheriff's department operates for better communication between residents and deputies, and help promote communication between neighbors.

Business Watch

This program has the same premise as neighborhood watch but is applied to the business population of Laguna Hills. Businesses are encouraged to submit emergency contact information to be utilized by deputies should a major crime occur. This program offers training and education on topics relating to robbery prevention, business security, how to be a good witness, counterfeit money detection, and many others.

Community Outreach

The Crime Prevention Program is also involved in numerous school and city events throughout the year including but not limited to: National Night Out, Bike Rodeos, Walk-to-School events, station tours, and informational booths at the Taste of Laguna Hills. Various social media platforms are also used to communicate with the public. These systems are utilized to disseminate public safety information, public event scheduling, and current crime trends in, and around, the City of Laguna Hills.



City of Laguna Hills Police Services

Volunteers

Reserves

Reserves provide support to the Orange County Sheriff's Department patrol operations and contract cities. Reserve Deputies act as a second officer in a patrol car, perform crowd/riot control, maintain crime scene security, and perform foot patrol, Bike patrol, work special events, traffic control, and transport suspects to jail. All of these duties help free-up regular patrol deputies to continue to provide police services without a delay in response times, as well as be proactive in policing and preventing crimes in Laguna Hills. Additionally, utilizing Reserves saves time and money when additional staffing is required. Reserve Deputies donated over 1,396 uncompensated hours to Laguna Hills in 2019 equating to a cost savings of approximately \$86,792.

Professional Services Responder (PSR)

Professional Services Responder volunteers provide administrative and leadership support in the areas of: emerging technologies, communications, industrial relations, graphic arts, healthcare, legal and accounting services, and emergency response resources. PSR's donated over 112 uncompensated hours to Laguna Hills in 2019 equating to a cost savings of approximately \$4,950.

Explorers

The Explorer Program is sponsored by Orange County Sheriff's Department as a community-based policing program. This successful program is designed to educate and involve young men and women in police operations. Explorers learn leadership skills and personal responsibilities. Whether or not they pursue law enforcement as a career, the Explorers have the opportunity to give of themselves to their community through this volunteer program. The Explorers volunteered over 627 hours to Laguna Hills in 2019 equating to a cost savings of approximately \$9,412.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Administrative Services

The Administrative Bureau controls and manages the financial operations of the Sheriff's Department. Responsibilities include purchasing of services, supplies and equipment, administration of trust funds, expenditure and revenue control, payroll, inventory control, budget preparation and grant administration.

Air Support



The Sheriff's Department operates helicopters in the skies above Orange County. They are a critical adjunct to our responsibilities in our patrol areas. They also assist the Fire Department in fire observation and firefighting.

Canine Patrol

Currently, canine partners assist patrol deputies in their duties. The canine units work regular patrol areas and are deployed on all shifts. The dogs are used for building searches, locating lost or missing people, apprehension of criminal offenders and for community engagement events.



Communications



Sheriff's Communications provides centralized countywide coordinated communications systems for all local public service agencies (law enforcement, fire and paramedic) and for general government on a 24-hour basis. Other services include installation and maintenance of communications and electronic equipment, and operational, training and maintenance support for the coordinated communications systems. The Communications

Division is also the central coordinator/ program manager for the 800 MHz County-wide Coordinated Communications System Mobile Data Computer System for the Sheriff's Department.



City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Community Programs

This unit provides a comprehensive drug and gang awareness curriculum for kindergarten through high school, as well as for businesses and community groups. The program provides structured training programs that are valuable resources to clergy, teachers, coaches, business leaders and mentors to help steer young people away from drugs and gangs. The unit meets challenging trends with new innovative approaches to supplement existing methods of intervention and education.

Computer Crimes

A high-technology Computer Crimes Unit has been established within the existing Economic Crimes Detail. Investigators assigned to the Computer Crimes section are responsible for the investigation of high technology crime which is divided into two distinct sections: (1) Crimes such as theft of components, computer intrusion, Internet crimes and theft of information; and (2) Forensic examination of information contained on computer hard drives and storage media that are seized during other types of investigations and may include sex crimes, narcotics, homicide, money laundering and other property crimes.



Contract Administration

The Department maintains a full-time Contract Manager position to administer contracts and facilitate the flow of information between the Department, other County agencies and the individual contract cities.

Corrections Division

This Division maintains daily care, custody and control of approximately 6,000 inmates within the County jail system operating from five separate facilities.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Dignitary Protection/ Intelligence

This specialized unit cooperates with state and federal police services agencies to combat organized crime and prevents terrorist activities in Orange County.

Economic Crimes

The Economic Crimes Detail includes the following investigative units: Fraudulent Checks, Credit Card Fraud, Major Fraud, Fiduciary Elder Abuse, Computer Crimes, High-Tech Task Force (HTTF) and the Orange County Auto Theft Task Force (OCATT).

Checks / Credit Cards: Investigators assigned to this unit are responsible for the investigation of cases involving non-sufficient checks over \$1,500, check forgery, fraudulent use of stolen credit cards, and fraudulently obtained credit cards. In addition, they also handle cases involving the fraudulent use of a person's personal information (name, social security number, date of birth) to obtain goods and / or credit.



Major Fraud: Investigators assigned to the Major Fraud section are responsible for the investigation of cases involving grand theft, theft of public funds, embezzlement, theft by false pretenses, consumer fraud and various types of business fraud. In addition to these cases, they also handle cases of fiduciary elder abuse and real estate fraud.

Family Violence

Investigators assigned to Family Violence are responsible for the in-depth follow-up investigation of any criminal report / allegation involving the physical or emotional abuse of a child, dependent adult or an elderly victim.



City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Field Training Bureau

The Orange County Sheriff's Department (OCSD) Field Training Program (FTP) provides policies and guidelines for Field Training Officers (FTOs) to facilitate the orientation and field training of newly assigned patrol deputies. The FTP is designed to provide basic patrol training and assists deputies in making the transition from other assignments to an operations division while performing general law enforcement uniformed patrol duties. This program also meets the field training requirement for Level I Reserve Deputies.

The FTP is comprised of a structured learning matrix, containing applicable procedures/guidelines and is the standardized training resource document for all OCSD Operations Divisions. The FTP meets all standardized requirements as set forth by California's Committee on Peace Officer Standards and Training (POST).

The program consists of four training phases formatted to provide the maximum flexibility in regards to the allotted training time and to facilitate the completion of the objectives of each phase. Standard training will last 14 weeks, but can be shortened or extended where applicable.

Laguna Hills Police Services maintains a qualified cadre of FTOs who train new deputies assigned to the City. The program is demanding, requiring dedication of time and personal resources from both trainees and FTOs alike.

Forensic Science Services

The Forensic Services Division provides critical services in support of criminal prosecution and death investigations. The division conducts scientific examinations, analysis and identification of evidence. Mobile units are used in the field for complete crime scene investigations as well as photographic services. Members of this division testify in court as "expert witnesses" in a number of specialized fields. The division also features both mobile and fixed laser technology for use in recovering latent prints at crime scenes, computerized searches of fingerprint records, handwriting examinations on criminal checks and forgery cases. Forensic Sciences also has a DNA laboratory that links criminals to crimes through "genetic fingerprinting".





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Gang Enforcement

The deputies assigned to the Gang Enforcement Team (GET) target problem areas for special enforcement programs, conduct surveillance of known gang members, and assist with a variety of investigations. Members of the GET unit are also teamed with probation officers and assigned gang suppression duties throughout Orange County.

Narcotics Detail

The Narcotics Detail is part of the Special Investigations Bureau. Investigators assigned to this detail are directly responsible for the detection, investigation, analysis, deterrence and arrest of all street-level violators within the Sheriff's jurisdiction. The investigators conduct undercover operations, surveillances, and the collection of information from citizens as the foundation for their investigations.



Vice

Investigators assigned to this unit conduct investigations into gambling, prostitution, and related offenses.

Hazardous Devices

The Sheriff's Department Hazardous Devices Squad (HDS) is the only unit of its kind in Orange County and its services are available to all law enforcement agencies in the County. HDS investigators are sent to all explosions of suspicious origin and provide post-blast forensic examinations at the scene. The investigators also provide expert testimony in courts of law regarding hazardous devices. They are assisted in some of these duties by explosive detection dogs, a remote controlled robot, and other highly sophisticated technical equipment.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Mounted Enforcement

The Mounted Patrol is a group of deputies who participate in a variety of equestrian events, provide crowd control and specialized enforcement on County trails, beaches and parks.



Mutual Aid Bureau

The Mutual Aid Bureau provides a contingent of deputies and civilian law enforcement volunteers with specialized skills, training and equipment. Examples of the duties performed by the Mutual Aid Bureau include coordination with allied agencies during large scale special events, requests for assistance, civil unrest, search and rescue, and disaster response. The unit also has specialized services supporting the following areas of operations: Air Support, Administration, Technical Services, Search and Rescue, Investigations, Harbor patrol, Professional Services and Patrol.

Warrant Bureau

The Warrant Bureau serves arrest warrants on people who have committed crimes throughout the county. These warrants include those issued by local, state, or federal courts.

Professional Standards Division



Professional Standards is responsible for the recruitment and background investigation of all entry-level positions within the Sheriff's Department. It also administers promotions, transfers, retirements and terminations. The division's focus is on issues related to personnel services, employee relations and internal affairs.



City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Special Victims Unit

Investigators assigned to Special Victims Unit are responsible for the in-depth follow-up investigation of any criminal report / allegation that is sexual in nature, including rape, sexual assault or battery, sexual abuse or exploitation of children, and pornography. The investigations can include: comprehensive interviews of victims, facilitation of medical exams for sexual assault evidence at local hospitals or medical facilities; participation in specialized interviews of children who are victims or witnesses, that are conducted by the Child Abuse Service Team (C.A.S.T.); planning and implementation of covert surveillances; preparation of chronological, investigative and background reports pertinent to each investigation; preparation and service of search warrants and arrest warrants; presentation of criminal cases to the District Attorney's office, trial preparation and subsequent testimony in court.

S.M.A. R.T.

A School Mobile Assessment Resource Team (S.M.A.R.T.) was formed as a component to the Sheriff Department's Juvenile Services Bureau. S.M.A.R.T. members are Critical Incident Response Team (CIRT) / Rapid Deployment trained and work in conjunction with probation officers, Sheriff's School Resource Officers on campuses, and with multi-agency gang suppression "Target" teams. They assess individuals or groups who pose risks to community safety in and around schools. In addition, they investigate violent crimes on school campuses. The team consists of one Sheriff's Investigator, three Deputy Sheriff's, a Deputy District Attorney, a District Attorney Investigator, a Deputy Probation Officer and a Sergeant.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

S.O.N.A.R

The Investigators assigned to the Sexual Offender Notification and Registration Team (S.O.N.A.R.) are responsible for risk assessment and monitoring of the registered sex offenders living within the community. Prevention is the S.O.N.A.R. Team's ultimate goal, and they utilize the following methods to supervise registered sex offenders: residence and workplace visits; personal, family and neighborhood interviews; extensive criminal and civil background investigations; strict enforcement of the state's registration laws; covert surveillance; partnership with supervisory agencies such as probation and parole; preparation and service of search warrants and arrest warrants, maintenance of the "Megan's Law" database for public information; limited and community notifications.

S.W.A.T.

Special Weapons And Tactics (SWAT) has the mission of saving lives during extraordinary law enforcement situations, requiring advanced tactical training beyond the scope of traditional police personnel. They also assist other sheriff's divisions and patrol stations with crime suppression, service of high risk search and arrest warrants, as well as providing advanced training and special security operations, such as high risk prisoner escorts and site/VIP protection.



Support Services

Support Services maintains all records for the Department and all records of people booked into the County jail system by all police agencies. Teletype service is maintained nationwide. All written reports from patrol and investigation personnel are distributed and filed with the concerned bureaus and agencies, including the California Department of Justice, Federal Bureau of Investigation, as well as with contract cities. The Support Services Division also provides monthly statistical reports that are used by management to determine criminal problem areas for establishing patrol force deployment.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Homicide Detail

The Homicide Detail investigates all suspicious deaths and assaults resulting in serious bodily injury occurring within the Sheriff's jurisdiction. Staff assigned to the Homicide Detail have extensive training and experience in death investigation. They work as part of a team with representatives of the Coroner's Office and Forensic Science Services.

Crisis Negotiations Team

The Hostage Negotiation Team is comprised of deputies and investigators from various assignments throughout the Department. They can respond anywhere in the County to incidents involving hostages, barricaded suspects or high-risk arrest situations requiring special weapons or tactics. Working closely with the SWAT Team, the members of Crisis Negotiations assist in de-escalating hostage and barricaded suspect situations.



Traffic Services

The Traffic Services Bureau reviews all collision reports for each of the contract cities, provides follow-up investigations on crimes originating as a result of a traffic collision, files criminal cases with the District Attorney's Office and provides community education in traffic safety matters. The Major Accident Reconstruction Team (MART) is valuable component of this Bureau. This group of highly trained traffic personnel serves all contract cities as well as outside agencies upon request, conducting meticulous investigations of traffic collisions involving a loss of life, major injury, liability issues and high profile cases.

Training

The Training Division operates the Sheriff's Training Academy. This includes the Basic Academy for recruits, in-service training for deputies, advanced officer training, and supervisory training to keep personnel up-to-date on current trends and legal recruitments.





City of Laguna Hills Police Services

Fallen Officer

Steven Parsons

Born

February 1, 1964



End of Watch
June 19, 2000

Deputy Parsons gave his life while in the service to the residents of Laguna Hills and will be forever remembered.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020

TO: Mayor and Council Members

FROM: Donald J. White
City Manager

ISSUE: City Council Review and Confirmation of the Necessity for Continuing the Local Emergency Related to the On-Going Threat of the Novel COVID-19 Virus, and Confirmation of the Director of Emergency Services/City Manager's Executive Order Related Thereto

RECOMMENDATION: That the City Council: 1) Review the necessity for continuing the local emergency declared in response to the Novel COVID-19 virus; and 2) Confirm the Director of Emergency Services/City Manager's executive order related thereto.

SUMMARY:

On March 18, 2020, the City Manager, acting in his capacity as Director of Emergency Services, proclaimed the existence of a local emergency relating to COVID-19 (the "coronavirus"), at which time the City Council was not in session. On March 24, 2020, during a special meeting the City Council ratified and confirmed the City Manager's proclamation declaring the existence of a local emergency. Since that time, the rate of infection and threat to public health and safety have not abated, as the number of cases continue to grow. As of May 22, 2020, there were more than 5.11 million worldwide cases of COVID-19, and 337,467 deaths. Locally, there were 4,500 confirmed cases and 88 deaths in Orange County. Since then, the worldwide cases have increased to more than 6.42 million and the worldwide deaths have increased to more than 383,000. County-wide, the number of confirmed cases has increase from 4,500 to 5,646 and deaths have increased from 88 to 136. Pursuant to Laguna Hills Municipal Code ("LHMC") Section 2-32.060, the City Council must review the necessity for continuing the local emergency no less frequently than every fourteen (14) days until the

Continuing Local Emergency and Confirmation of Executive Orders

June 9, 2020

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emergency is terminated. LPMC Section 2-32.150 further requires any rules and regulations, such as Executive Orders, issued by the Director of Emergency Services/City Manager that are reasonably related to the local emergency, such as for the protection of life and property as affected by the emergency, to be confirmed as soon as practicable by the City Council.

BACKGROUND:

On January 30, 2020, the World Health Organization ("WHO") declared the outbreak of COVID-19 a "public health emergency of international concern" and by March 11, 2020, the WHO elevated the public health emergency to the status of a pandemic. On January 31, 2020, United States Health and Human Services Secretary Alex M. Azar II declared a public health emergency for the United States to aid the nation's healthcare community in responding to COVID-19. On February 26, 2020, the County of Orange and County Health Officer Dr. Nichole Quick declared a local emergency and a local health emergency to prepare for COVID-19, and on March 4, 2020, the Governor declared a State of Emergency in California allowing state agencies to take any action necessary to address COVID-19.

On March 11, 2020, the Governor and the California Department of Health issued a statement entitled "California Public Health Experts: Mass Gatherings Should be Postponed or Canceled Statewide to Slow the Spread of COVID-19" determining that gatherings should be postponed or canceled across the state until at least the end of March. Non-essential gatherings must be limited to no more than 250 people, while smaller events can proceed only if the organizers can implement social distancing of six (6) feet per person. Gatherings of individuals who are at higher risk for severe illness from COVID-19 should be limited to no more than ten (10) people, while also following social distancing guidelines. Furthermore, essential gatherings should only be conducted if the essential activity could not be postponed or achieved without gathering, meaning that some other means of communication could not be used to conduct the essential function.

Within a short period of time thereafter COVID-19 began to spread rapidly throughout California necessitating more stringent public health emergency orders. On March 12, 2020, the Governor issued Executive Order N-25-20, ordering that all residents are to heed the orders and guidance of state and local public health officials. Subsequently, on March 13, 2020, President Donald J. Trump declared a National Emergency to provide disaster funding, speed up the United States response to the crisis

Continuing Local Emergency and Confirmation of Executive Orders

June 9, 2020

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created by COVID-19, and to offer maximum flexibility to attack the problem. By March 16, 2020, President Trump advised the public to avoid groups of more than ten (10) people to fight the COVID-19 outbreak. On March 17, 2020, the Orange County Health Officer issued a Public Health Order prohibiting all public and private gatherings of any number of people, including at places of work, occurring outside a single household or living unit, until March 31, 2020, except for the purposes of engaging in an Essential Activity, as defined. This Public Health Order was superseded by the State's Executive Order and continues in effect until further notice.

In light of these events, on March 18, 2020, the City Manager, acting as the Director of Emergency Services pursuant to LHMC Section 2-32.060(B), proclaimed the existence of a local emergency within the City of Laguna Hills by enacting Proclamation No. 2020-03-18-1, at which time the City Council was not in session. A copy of Proclamation No. 2020-03-18-1 is attached hereto. On March 24, 2020, the City Council unanimously ratified and confirmed the City Manager's proclamation declaring the existence of a local emergency during a special meeting, as required by LHMC Section 2-32.060(B).

In order to mitigate the impact of COVID-19 across the State, on March 19, 2020, the Governor issued Executive Order N-33-20, which directed and ordered all residents to: 1) immediately heed the current State public health directives; and 2) to stay at home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors. On March 22, 2020, President Donald J. Trump declared California a major disaster area, thereby making federal emergency aid available for the State to supplement state, tribal, and local recovery efforts in the areas affected by the COVID-19 pandemic beginning on January 1, 2020, and continuing.

As to the continuing need for the proclamation of emergency and the rules, measures, and orders issued to date by the City Council, the following facts are instructive. As of May 22, 2020, there were more than 5.11 million worldwide cases of COVID-19, and 337,467 deaths. Locally, there were 4,500 confirmed cases and 88 deaths in Orange County. Between May 22, 2020, and the date of publication of this staff report (June 5, 2020), the worldwide cases have increased to more than 6.42 million and the worldwide deaths have increased to more than 383,000. County-wide cases have increase from 4,500 to 5,646 and county-wide deaths have increased from 88 to 136. These figures continue to grow on a daily basis. The rate of infection, potential impact to health care systems, and the threat to public health and safety have not abated. The state of local emergency continues to exist.

Continuing Local Emergency and Confirmation of Executive Orders

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It is recommended that the City Council: 1) Review the necessity for continuing the local emergency related to the COVID-19 pandemic; and 2) Confirm the Director of Emergency Services/City Manager's executive order related hereto. Based on the recommendations of the Director of Emergency Services/City Manager and the Chief of Police Services, it has been determined that the need for the locally declared emergency, pursuant to Proclamation No. 2020-03-18-1, continues to exist and should not be terminated at this time.

ATTACHMENTS:

- Proclamation No. 2020-03-18-1, Declaration of Existence of a Local Emergency
- Executive Order, Director of Emergency Services/City Manager, June 3, 2020

PROCLAMATION NO. 2020-03-18-1

A PROCLAMATION OF THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DECLARING THE EXISTENCE OF A LOCAL EMERGENCY

WHEREAS, Laguna Hills Municipal Code Section 2-32.060 empowers the City Council (while in session), or the Director of Emergency Services (if the City Council is not in session), to declare the existence or threatened existence of a local emergency; and

WHEREAS, California Government Code Section 8550 *et seq.*, including Section 8558(c), authorizes the Director of Emergency Services to proclaim a local emergency when the City is threatened by conditions of disaster or extreme peril to the safety of persons and property within the City that are likely to be beyond the control of the services, personnel, equipment, and facilities of the City; and

WHEREAS, a novel coronavirus, COVID-19, causes infectious disease and was first detected in Wuhan City, Hubei Province, China in December 2019. Symptoms of COVID-19 include fever, cough, and shortness of breath; outcomes have ranged from mild to severe illness and in some cases death. The Center for Disease Control and Prevention (CDC) has indicated the virus is a significant public health threat; and

WHEREAS, Chinese health officials have reported tens of thousands of cases of COVID-19 in China, with the virus reportedly spreading from person-to-person. COVID-19 illnesses, most of them associated with travel from Wuhan, are also being reported in numerous countries, with thousands of cases, including the United States; and

WHEREAS, on January 30, 2020, the World Health Organization (WHO) declared the outbreak a "public health emergency of international concern" and on March 11, 2020, the WHO elevated the public health emergency to the status of a pandemic. On January 31, 2020, United States Health and Human Services Secretary Alex M. Azar II declared a public health emergency for the United States to aid the nation's healthcare community in responding to COVID-19. On February 26, 2020, the County of Orange declared a local emergency and a local health emergency. On March 4, 2020, California Governor Gavin Newsom declared a State of Emergency in California; and

WHEREAS, on February 2, 2020, the federal government initiated the suspension of entry of foreign nationals who were in China during the 14-day period preceding their entry or attempted entry into the United States; and

WHEREAS, as of March 10, 2020, the WHO reported that, to date, 125,048 confirmed cases of COVID-19, 4,613 of which resulted in death, across 117 countries; and

WHEREAS, the Governor and the California Department of Health on March 11, 2020, issued a statement entitled "California Public Health Experts: Mass Gatherings Should be Postponed or Canceled Statewide to Slow the Spread of COVID-19," determining that gatherings should be postponed or canceled across the state until at least the end of March. Non-essential gatherings must be limited to no more than 250 people, while smaller events can proceed only if the organizers can implement social distancing of 6 feet per person. Gatherings of individuals who are at higher risk for severe illness from COVID-19 should be limited to no more than 10 people, while also following social distancing guidelines. Furthermore, essential gatherings should only be conducted if the essential activity could not be postponed or achieved without gathering, meaning that some other means of communication could not be used to conduct the essential function; and

WHEREAS, the Governor on March 12, 2020, issued Executive Order N-25-20, ordering, inter alia, that all residents are to heed the orders and guidance of state and local public health officials; and

WHEREAS, President Donald J. Trump on March 13, 2020, declared a national emergency to provide disaster funding, speed up the United States response to the crisis created by COVID-19, and to offer maximum flexibility to attack the problem; and

WHEREAS, on March 15, 2020, Governor Newsome requested bars and nightclubs to close, restaurants to reduce capacity by half, and all Californians aged 65 and older to self-isolate; and

WHEREAS, on March 16, 2020, President Donald J. Trump advised the public to avoid groups of more than 10 people to fight the coronavirus outbreak; and

WHEREAS, the City of Laguna Hills has the authority to impose measures to promote social distancing including, but not limited to, limitations on public events; and

WHEREAS, the City of Laguna Hills is a significantly populated city within Orange County, which is the sixth largest county in the United States; and

WHEREAS, conditions of extreme peril to the safety of persons and property have arisen due to the potential introduction of COVID-19 to the City of Laguna Hills and Orange County; and

WHEREAS, such conditions are beyond the control of the services, personnel, equipment, and facilities of the City of Laguna Hills and require the combined forces of other political subdivisions to combat; and

WHEREAS, it is imperative to prepare for and respond to suspected or confirmed COVID-19 cases, to implement measures to mitigate the spread of COVID-19, and to prepare to respond to an increasing number of individuals requiring medical care and hospitalization; and

WHEREAS, if COVID-19 spreads in California at a rate comparable to the rate of spread in other countries, the number of persons requiring medical care may exceed locally available resources, and controlling outbreaks minimizes the risk to the public, maintains the health and safety of the community, and limits the spread of infection in the community and within the healthcare delivery system; and

WHEREAS, the mobilization of local resources, ability to coordinate interagency response, accelerate procurement of vital supplies, use mutual aid, and allow for future reimbursement by the state and federal governments will be critical to successfully responding to COVID-19; and

WHEREAS, the Director of Emergency Services has the authority to declare a local emergency as authorized by California Government Code Section 8630 and Laguna Hills Municipal Code Section 2-32.060.

NOW, THEREFORE, IT IS HEREBY PROCLAIMED AND ORDERED BY DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LAGUNA HILLS AS FOLLOWS:

Section 1. As contemplated in the Emergency Services Act contained in California Government Code Section 8550 *et seq.*, including Section 8558(c), and Chapter 2-32 of Title 2 of the Laguna Hills Municipal Code, a local emergency exists based on the existence of conditions of disaster or of extreme peril to the safety of persons and property caused by an epidemic, as detailed in the recitals set forth above.

Section 2. The area of the City of Laguna Hills which is endangered/imperiled is the entire city.

Section 3. During the existence of this local emergency, the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law and by ordinances, resolutions, and orders of this City, including but not limited to the City's Emergency Operations Plan.

Section 4. The City Council shall review and ratify this proclamation of the City Manager within **seven (7) days** as required by state law, and if ratified, shall continue to exist until the City Council proclaims the termination of this local emergency. The City Council shall review the need for continuing the local emergency as required by state and local law until it terminates the local emergency, and shall terminate the local emergency at the earliest possible date that conditions warrant.

Section 5. A copy of this proclamation shall be forwarded to the Director of California Governor's Office of Emergency Services requesting that the Director find it acceptable in accordance with state law; that the Governor of California, pursuant to the Emergency Services Act, issue a proclamation declaring an emergency in the City of Laguna Hills; that the Governor waive regulations that may hinder response and recovery efforts; that recovery assistance be made available under the California Disaster Assistance Act; and that the State expedite access to State and Federal resources and any other appropriate federal disaster relief programs.

PROCLAIMED this 18th day of March 2020.


 Donald J. White,
 Director of Emergency Services/
 City Manager

ATTEST:


 Melissa Au-Yeung, City Clerk

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

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Proclamation No. 2020-03-18-1 adopted by the Director of Emergency Services of the City of Laguna Hills, California, on the 18th day of March 2020.

(SEAL)


 MELISSA AU-YEUNG, CITY CLERK



CITY OF LAGUNA HILLS

City Manager

OFFICE OF THE CITY MANAGER/DIRECTOR OF EMERGENCY SERVICES

Executive Orders

**Pursuant to Proclamation No. 20-03-18-01
Declaring the Existence of a Local Emergency**

RE: NOVEL CORONAVIRUS, COVID-19

Issue Date: June 3, 2020

On March 18, 2020, in my capacity as the Director of Emergency Services (LHMC 2-32.060), I issued Proclamation 20-03-18-01 Declaring the Existence of a Local Emergency in response to severe public health concerns and economic impacts relating to the COVID-19 pandemic. The novel coronavirus, COVID-19, causes infectious disease and was first detected in Wuhan, Hubei Province, China in December 2019. Symptoms of COVID-19 include fever, cough, and shortness of breath; outcomes have ranged from mild to severe illness, and, in some cases, death. The Center for Disease Control and Prevention (CDC) has indicated the virus is a significant public health threat, and States of Emergency have been declared by the County of Orange, the State of California and the federal government of the United States. On March 19, 2020, California Governor Gavin Newsom issued Executive Order N-33-20, which bans gatherings, public and private, and orders residents to stay at home at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors, as defined, in order to mitigate the impact of COVID-19. Executive Order N-33-20 is enforceable pursuant to California law per Government Code Section 8665.

In order to comply with all applicable Public Health and Executive Orders and to protect public health in the City of Laguna Hills, the following Executive Orders are in effect until further notice:

23. Interim Procedures to Allow for the Operation of Certain Outdoor Business Activities. This is an Executive Order authorizing the Community Development Director to administratively grant emergency temporary use permits to lawfully established commercial businesses for the utilization of private property, parking lots, sidewalks, and public property.

- A. Purpose and Intent. The purpose and intent of this Executive Order is to help lawfully established commercial businesses operate in a safe manner where social distancing is maintained in accordance with guidance from the State of California and local health officials, as

such, it is necessary to temporarily allow commercial businesses to operate on private property, parking lots, sidewalks and public property. This Executive Order is necessary in order to help limit the spread of COVID- 19 and to protect the health, safety and welfare of the public because it is essential that contact between persons, which could lead to the spread of COVID-19, be limited, and the use of private property, parking lots, sidewalks, and public property is necessary to allow existing commercial businesses operate in a safe manner where social distancing is maintained in accordance with guidelines issued by the State of California and local health officials.

B. Temporary Use Permits. The Community Development Director is hereby authorized to administratively grant emergency temporary use permits, which allow for the temporary use of private property, parking lots, sidewalks, and public property for outdoor commercial uses.

C. Application. An application for an emergency temporary use permit shall be filed with the Community Development Department, on forms approved by the Community Development Director, and shall include all information and materials specified by the Community Development Director. After consulting with City departments, as applicable, the Community Development Director may approve or conditionally approve an emergency temporary use permit if the Community Development Director finds that the temporary use would not create a hazard to the health, safety or welfare of the public. The Community Development Director may impose any conditions deemed necessary to ensure that the temporary use does not create a hazard to the public health, safety or welfare of the public.

D. Revocation. The Community Development Director shall have the authority to immediately revoke any emergency temporary use permit granted pursuant to this Executive Order if the Community Development Director determines that there has been a violation of any condition of approval or if the temporary outdoor use creates a hazard to the public health, safety or welfare of the public. Any revocation of an emergency temporary use permit shall be deemed effective upon the posting of a notice of revocation at the site of the business granted the emergency temporary use permit.

E. Appeal. Any decision made by the Community Development Director, pursuant to the authority granted the Community Development Director under this Executive Order, may be appealed by the applicant/permittee to the City Manager by notifying the City Manager of the appeal within three (3) calendar days of the decision. The City Manager shall have authority to sustain, reverse, or modify the decision of the Community Development Director. The City Manager's decision shall be final.

F. Fee Waiver. All application fees and appeal fees directly related to this Executive Order are hereby waived.

G. Temporary Suspension of Code and Existing Discretionary Permit Requirements for Lawfully Established Commercial Businesses. As long as an emergency temporary use permit is in effect, all Laguna Hills Municipal Code provisions and any restrictions set forth in an existing discretionary permit regulating uses, nonconforming uses, development standards, parking, signage, permit procedures, or other regulations specifically addressed in the emergency temporary use permit that would otherwise regulate the use and development of private or public property, are hereby temporarily suspended for sites subject to an emergency temporary use

permit, to the extent that the Laguna Hills Municipal Code provisions or restrictions set forth in an existing discretionary permit conflict with the terms of the emergency temporary use permit.

H. Indemnification. As a condition of receiving an emergency temporary use permit, the permittees shall agree to defend, indemnify, and hold harmless the City and its employees from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to the issuance of the emergency temporary use permit. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding.

I. Encroachment Permit. Permittees that utilize public property, including any City-owned property and/or the public right-of-way, shall obtain an Encroachment Permit from the Public Works Department/City Engineer in conjunction with any emergency temporary use permit issued pursuant to this Executive Order.

J. Accessibility for Disabled. Areas used for temporary commercial uses pursuant to this Executive Order shall be accessible to the disabled.

K. Expiration. Any emergency temporary use permit shall expire either by November 2, 2020, or fourteen (14) days after the locally declared emergency pursuant to Proclamation No. 2020-03-18-1 is terminated (whichever occurs first) unless such temporary use permit is revoked earlier by order of the Community Development Director, as authorized herein.

Additional Executive Orders may be issued at any time relating to this public health emergency. Additional Executive Orders are cumulative, and do not negate or reverse these Executive Orders contained herein unless explicitly stated.



Donald J. White
Director of Emergency Services/City Manager

Cc:

Mayor and City Council
Greg Simonian, City Attorney
Kenneth Rosenfield, Public Works Director/City Engineer
Melissa Au-Yeung, Deputy City Manager
David Reynolds, Deputy City Manager
David Chantarangsu, Community Services Director
Janice Reyes, Finance Director
Matthew Stiverson, Police Chief



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Chair and Agency Members
FROM: Melissa Au-Yeung
Deputy City Manager
ISSUE: Approval of Minutes for May 26, 2020, Regular Meeting

RECOMMENDATION: That the Planning Agency approve the Minutes for the May 26, 2020, Regular Meeting.

ATTACHMENTS:

- 200526 PA Minutes

4. PLANNING AGENCY

Mayor Heft recessed the City Council Meeting, and acting in capacity as Chair, called the Regular Meeting of the Planning Agency of the City of Laguna Hills, California, to order at 7:24 p.m.

4.1. ROLL CALL OF PLANNING AGENCY MEMBERS

Attendee Name	Title	Status	Arrived
Janine Heft	Chair	Present	
Erica Pezold	Vice Chair	Present	
Dore J. Gilbert, M.D.	Agency Member	Remote	
Don Sedgwick	Agency Member	Present	
Dave Wheeler	Agency Member	Remote	

4.2. PUBLIC COMMENTS

There were no Planning Agency public comments

4.3. APPROVAL OF MINUTES**4.3.1 Approval of Minutes for May 12, 2020, Regular Meeting**

Recommendation: That the Planning Agency approve the Minutes for the May 12, 2020, Regular Meeting.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Don Sedgwick, Agency Member
SECONDER:	Erica Pezold, Vice Chair
AYES:	Janine Heft, Chair; Erica Pezold, Vice Chair; Dore J. Gilbert, M.D., Agency Member; Don Sedgwick, Agency Member; Dave Wheeler, Agency Member

4.4. ADMINISTRATIVE REPORTS

There were no Planning Agency administrative reports.

4.5. PLANNING AGENCY PUBLIC HEARINGS

There were no Planning Agency public hearings.

PLANNING AGENCY ADJOURNMENT

Mayor Heft reconvened the City Council Meeting at 7:25 p.m. Mayor Heft, Mayor Pro Tempore Pezold, and Council Member Sedgwick were present. Council Member Gilbert, and Council Member Wheeler were present via teleconference.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020

TO: Chair and Agency Members

FROM: Kenneth H. Rosenfield P.E.
Assistant City Manager/Director of Public Services

ISSUE: Adoption of a Resolution Making Findings of General Plan Consistency for the Proposed Fiscal Year 2020/2021 Capital Improvement Program

RECOMMENDATION: That the Planning Agency adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, finding that the proposed Fiscal Year 2020/2021 Capital Improvement Program conforms with the General Plan of the City of Laguna Hills pursuant to California Government Code Section 65401”

SUMMARY:

In accordance with Section 65401 of the California Government Code, a Capital Improvement Program (CIP) is required to annually be submitted to the City's Planning Agency for review and determination as to its conformance with the adopted General Plan. Staff has prepared this report outlining the General Plan Goals that support the various Capital Improvement Projects as are included in the next fiscal year budget. Accordingly, Staff recommends that the Planning Agency make a finding that the Fiscal Year 2020/2021 projects included in the CIP are in conformance with the General Plan by adopting the provided Resolution.

BACKGROUND:

California Government Code Section 65401 requires that departments within municipalities responsible for implementing CIP projects prepare and present the following to the Planning Agency: (1) A comprehensive list of the proposed CIPs for the

General Plan Conformity Report on CIP

June 9, 2020

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following budget cycle; and (2) A report as to conformity of that plan with the adopted General Plan.

The multi-year CIP was adopted by the City Council on June 25, 2019, to include projects in the 2020/2021 Fiscal Year. The specific projects included in the next Fiscal Year's CIP, along with the accompanying General Plan Goals they support, are described below. The identified CIP project numbers correspond to the budget project numbers and categories as listed in Exhibit A of the attached Resolution. While it is noted that due to the Covid-19 Pandemic Emergency Declaration, some of the following projects may potentially be deferred to a future fiscal year, the projects are listed in the current CIP Budget and are therefore addressed herein.

Streets, Signals, and Lighting

The following project meets Mobility Goal M-1 (Provide a safe and efficient local transportation system consistent with the general County standards and the regional system) and Mobility Goal M-2 (Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists).

- La Paz Road Widening Project (CIP 184) - Provides for the design of the widening of La Paz Road from McIntyre Street to Cabot Road for improved traffic flow and traffic safety.

Parks

The following project meets Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages).

- Park Refurbishment Project (CIP 237) – Provides for the replacement of worn play equipment, hardscape, ADA accessibility and site furnishings as needed for full utilization of the recreation facility.
- Community Center and Sports Complex Field Renovations (CIP 238) - Provides for the replacement of sports turf at the Community Center and Sports Complex soccer fields to include irrigation and drainage modifications/reconstruction as needed as well as additional maintenance of the baseball fields at the Community Center and Cabot Park.

General Plan Conformity Report on CIP

June 9, 2020

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Flood Control and Water Quality

The following projects meet Conservation and Open Space Goal COS-1 (Manage limited resources so that future generations can enjoy the environmental and scenic wealth this community has to offer).

- NPDES/Water Quality Program (CIP 410) - Provides a variety of water quality improvement initiatives and environmental enhancements to reduce pollutants within water runoff reaching the storm drain systems, in accordance with the NPDES permits. This project meets the above-mentioned Conservation and Open Space Goal as well as the following:
 - Safety Goal S-6 (Reduce injuries and danger to life, property damage, and public health hazards associated with flooding).

Public Facilities

The following projects meet Community Services and Facilities Goal CSF-1 (Establish and maintain a high level of community facilities and services to meet the needs of the community and enhance the quality of life in Laguna Hills) and Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages).

- Community Center Renovation (CIP 513) - Provides for various scheduled maintenance and equipment replacement at the Community Center building.
- Sports Complex Renovations (CIP 514) - Provides for various scheduled maintenance and equipment replacement at the Sports Complex.

Staff recommends that the Planning Agency find that the Fiscal Year 2020/2021 projects included in the CIP are in conformance with the City's General Plan by adoption of the attached Resolution.

CEQA:

The Planning Agency finds that this action is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) since it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. This General Plan conformity determination does not constitute "approval" of any of the listed projects and, for that reason, this action of

General Plan Conformity Report on CIP

June 9, 2020

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the Planning Agency is exempt from the requirements of CEQA. All projects listed in the CIP will be reviewed individually pursuant to the requirements in CEQA and the Planning Agency's review for General Plan consistency does not commit the City to any one of the listed projects. In addition, CEQA Guidelines Section 15378 specifically excludes organizational or administrative activities of government that will not result in direct or indirect physical changes in the environment.

ATTACHMENTS:

- Proposed Resolution - GP Conformity
- Proposed Resolution Exhibit A - CIP Conformity Project Summary List and Budget
- Proposed Resolution Exhibit B - CIP Conformity Findings

RESOLUTION NO. PA2020-06-09-X

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, FINDING THAT THE PROPOSED FISCAL YEAR 2020/2021 CAPITAL IMPROVEMENT PROGRAM CONFORMS WITH THE GENERAL PLAN OF THE CITY OF LAGUNA HILLS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65401

The Planning Agency of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, on December 20, 1991, the City of Laguna Hills was established as a duly organized municipal corporation of the State of California; and

WHEREAS, on June 28, 1994, the City of Laguna Hills adopted its General Plan incorporating all State mandated elements; and

WHEREAS, on July 14, 2009, the City of Laguna Hills adopted an update to the Laguna Hills General Plan, which has subsequently been amended from time to time; and

WHEREAS, California Government Code Section 65401 requires the Planning Agency to annually review a comprehensive list of proposed public works projects recommended for planning, initiation, or construction during the ensuing fiscal year, and report to City Council as to conformity of that coordinated program with the City's General Plan; and

WHEREAS, the City Manager of the City of Laguna Hills has prepared a Six Year Capital Improvement Program Project Summary List and Budget, which identifies proposed Fiscal Year 2020/2021 public works projects; and

WHEREAS, on June 9, 2020, at a regularly scheduled meeting, the Planning Agency reviewed and considered the comprehensive list of Fiscal Year 2020/2021 public works projects included in the City of Laguna Hills Six Year Capital Improvement Program Project Summary List and Budget, and concluded said review prior to the adoption of this Resolution.

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

SECTION 1. The foregoing Recitals are true and correct and are incorporated herein by reference.

SECTION 2. Each of the Fiscal Year 2020/2021 public works projects included in the City of Laguna Hills Six Year Capital Improvement Program Project Summary List and Budget, attached hereto as Exhibit "A" and incorporated herein by reference conforms with the City's General Plan based on the information and findings set forth in Exhibit "B", attached hereto and incorporated herein by reference.

SECTION 3. The Planning Agency finds that this action is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) since it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. This General Plan conformity determination does not constitute "approval" of any of the listed projects and, for that reason, this action of the Planning Agency is exempt from the requirements of CEQA. All projects listed in the CIP will be reviewed individually pursuant to the requirements in CEQA and the Planning Agency's review for General Plan consistency does not commit the City to any one of the listed projects. In addition, CEQA guidelines Section 15378 specifically excludes organizational or administrative activities of government that will not result in direct or indirect physical changes in the environment.

SECTION 4. Based on the findings and conclusions set forth above, this Resolution shall serve as the Planning Agency's report regarding the conformity of the Fiscal Year 2020/2021 public works projects included in the City of Laguna Hills Six Year Capital Improvement Program Project Summary List and Budget with the City's adopted General Plan as required by California Government Code Section 65401.

PASSED, APPROVED, AND ADOPTED this 9th day of June 2020.

JANINE HEFT, MAYOR

ATTEST:

MELISSA AU-YEUNG, CITY CLERK

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

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. PA2020-06-09-X adopted by the Planning Agency of the City of Laguna Hills,
California, at a Regular Meeting thereof held on the 9th day of June 2020, by the following
vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

MELISSA AU-YEUNG, CITY CLERK

EXHIBIT A

CITY OF LAGUNA HILLS
SIX YEAR CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY LIST AND BUDGET

INCLUDING

FISCAL YEAR 2020/2021 PROJECTS

CITY OF LAGUNA HILLS
SIX YEAR CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

PROJECT No.	PROJECT	TOTAL COST	FISCAL YEAR 2019/20	FISCAL YEAR 2020/21	FISCAL YEAR 2021/22	FISCAL YEAR 2022/23	FISCAL YEAR 2023/24	FISCAL YEAR 2024/25	FUTURE
STREET, SIGNALS AND LIGHTING									
101	Annual Street Maintenance	IV- 9	\$ 7,875,336	\$ 2,375,336	\$ -	\$ 2,700,000	\$ -	\$ 2,800,000	\$ -
112	Traffic Signals	IV- 11	300,000	-	-	-	-	-	300,000
139	Cabot Widening - La Paz to Paseo de Valencia	IV- 13	3,250,000	-	-	-	-	-	3,250,000
145	Paseo de Valencia Widening	IV- 15	8,500,000	-	-	-	-	-	8,500,000
168	Traffic Signal Improvements/Coordination Projects	IV- 17	300,000	50,000	50,000	-	50,000	-	150,000
170	Access Ramp Construction - Citywide	IV- 19	4,300,000	-	-	-	-	-	4,300,000
178	South Moulton Pavement Rehabilitation (VIA Lomas to SCL)	IV- 21	1,975,000	-	-	-	-	-	1,975,000
181	Oso Parkway Pavement Rehabilitation (Cabot to WCL)	IV- 23	1,975,000	-	-	-	-	-	1,975,000
182	Lake Forest Drive Pavement Rehabilitation (ECL to WCL)	IV- 25	1,975,000	-	-	-	-	-	1,975,000
183	Avenida Carlota Pavement Rehabilitation (El Toro Rd to Los Alisos Blvd)	IV- 27	1,025,000	-	-	-	-	-	1,025,000
184	La Paz Road Widening (McIntyre to Cabot)	IV- 29	2,275,000	-	100,000	-	-	-	2,175,000
185	Replacement of Illuminated Street Name Signs at all Traffic Signal Locations	IV- 31	400,000	-	-	-	-	-	400,000
188	Ridge Route Pavement Rehabilitation - Moulton Parkway to Santa Vittoria	IV- 33	650,000	-	-	-	-	-	650,000
190	Alicia Parkway Pavement Rehabilitation	IV- 35	250,000	250,000	-	-	-	-	-
	Sub-Total		\$ 35,050,336	\$ 2,675,336	\$ 100,000	\$ 2,750,000	\$ 2,850,000	\$ -	\$ 26,675,000

CITY OF LAGUNA HILLS
SIX YEAR CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

PROJECT No.	PROJECT	TOTAL COST	FISCAL YEAR 2019/20	FISCAL YEAR 2020/21	FISCAL YEAR 2021/22	FISCAL YEAR 2022/23	FISCAL YEAR 2023/24	FISCAL YEAR 2024/25	FUTURE
STREETSCAPE									
301	Alicia Parkway Median Islands Landscape Rehabilitation	\$ 975,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	975,000
305	La Paz Median Islands	3,625,000	-	-	-	-	-	-	3,625,000
307	Entry Monuments	750,000	-	-	-	-	-	-	750,000
312	Paseo de Valencia Median Island Rehabilitation	3,450,000	-	-	-	-	-	-	3,450,000
314	Paseo de Valencia Median Islands	2,150,000	-	-	-	-	-	-	2,150,000
315	Rehabilitation of Oso Median Islands	2,750,000	-	-	-	-	-	-	2,750,000
322	Rehabilitation of Moulton Median Island	2,200,000	-	-	-	-	-	-	2,200,000
323	Rehabilitation of Laguna Hills Drive Median Island	875,000	-	-	-	-	-	-	875,000
324	Rehabilitation of La Paz Median Island	1,075,000	-	-	-	-	-	-	1,075,000
325	Ridge Route Median Islands - Santa Vittoria to Moulton Pkwy	2,150,000	-	-	-	-	-	-	2,150,000
326	Laguna Hills Drive Median Islands and North Parkway	685,000	-	-	-	-	-	-	685,000
330	Alicia Pkwy & Paseo de Valencia Street Tree Program	690,000	-	-	-	-	-	-	690,000
331	Synthetic Landscape Turf Median Islands	1,075,000	-	-	-	-	-	-	1,075,000
333	Ridge Route Medians - Moulton Pkwy to Avenida de la Carlota	2,400,000	-	-	-	-	-	-	2,400,000
334	Aliso Hills Drive North Down Slope	975,000	-	-	-	-	-	-	975,000
335	La Paz Road South Side Slope Renovation	5,225,000	-	-	-	-	-	-	5,225,000
336	Palermo and Taranto Slope Renovation	275,000	-	-	-	-	-	-	275,000
337	San Remo Drive Slope Renovation	755,000	-	-	-	-	-	-	755,000
338	Paseo De Valencia East and West Parkway Renovation	810,000	-	-	-	-	-	-	810,000
339	Paseo de Valencia Southwest Parkway Renovation	625,000	-	-	-	-	-	-	625,000
	Sub-Total	\$ 33,515,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	33,515,000

**CITY OF LAGUNA HILLS
SIX YEAR CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY**

PROJECT No.	PROJECT	TOTAL COST	FISCAL YEAR 2019/20	FISCAL YEAR 2020/21	FISCAL YEAR 2021/22	FISCAL YEAR 2022/23	FISCAL YEAR 2023/24	FISCAL YEAR 2024/25	FUTURE
FLOOD CONTROL & WATER QUALITY									
403	Storm Drain/Slope Repairs	\$ 150,000	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -
406	F23 Canada Channel (Veeh Park)	750,000	-	-	-	-	-	-	750,000
407	Aliso Creek Watershed	500,000	-	-	-	-	-	-	500,000
410	NPDES / Water Quality Program	1,200,000	200,000	200,000	200,000	200,000	200,000	200,000	-
411	Largo Storm Drain Improvements (secondary outlet)	400,000	-	-	-	-	-	-	400,000
412	Water Quality (2) Improvements	750,000	250,000	-	250,000	-	250,000	-	-
413	Oso Parkway Wetlands	500,000	-	-	-	-	-	-	500,000
	Sub-Total	\$ 4,250,000	\$ 500,000	\$ 200,000	\$ 500,000	\$ 200,000	\$ 500,000	\$ 200,000	\$ 2,150,000
PARKS									
234	Aliso Hills Park	\$ 2,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2,900,000
237	Park Refurbishment Project	240,000	-	240,000	-	-	-	-	-
238	Community Center and Sports Complex Field Renovations	675,000	-	200,000	-	225,000	-	250,000	-
241	General Park Renovations	750,000	250,000	-	250,000	-	250,000	-	-
	Sub-Total	\$ 4,565,000	\$ 250,000	\$ 440,000	\$ 250,000	\$ 225,000	\$ 250,000	\$ 250,000	\$ 2,900,000
PUBLIC FACILITIES									
505	Civic Center Renovations	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
506	Skate Facility Enhancements	325,000	-	-	-	-	-	-	325,000
508	Equipment & Supply Storage Building	575,000	-	-	-	-	-	-	575,000
510	Public Art Program - Civic Center	200,000	-	-	-	-	-	-	200,000
513	Community Center Renovation	635,000	420,000	60,000	80,000	50,000	25,000	-	-
514	Sports Complex Renovations	305,000	125,000	25,000	-	30,000	125,000	-	-
515	Community Center and Sports Complex Energy Efficient Field Lights	300,000	-	-	-	-	-	-	300,000
	Sub-Total	\$ 2,340,000	\$ 595,000	\$ 85,000	\$ 80,000	\$ 80,000	\$ 150,000	\$ -	\$ 1,400,000

CITY OF LAGUNA HILLS
SIX YEAR CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

PROJECT No.	PROJECT	TOTAL COST	FISCAL YEAR 2019/20	FISCAL YEAR 2020/21	FISCAL YEAR 2021/22	FISCAL YEAR 2022/23	FISCAL YEAR 2023/24	FISCAL YEAR 2024/25	FUTURE
TRAILS AND OPEN SPACE									
601	Trails Master Plan - Other Projects	IV- 118	\$ 2,875,000	\$ -	\$ -	\$ -	\$ -	\$ -	2,875,000
606	Trail Head Plazas	IV- 120	1,175,000	-	-	-	-	-	1,175,000
607	Aliso Hills Channel Pedestrian Crossing JOSPO3	IV- 122	450,000	-	-	-	-	-	450,000
608	Multi-use Trail - Alicia to La Paz	IV- 124	4,175,000	-	-	-	-	-	4,175,000
609	Multi-use Trail - Community Center to Indian Hill	IV- 126	875,000	-	-	-	-	-	875,000
610	Loop Trails in Alicia Open Space	IV- 128	425,000	-	-	-	-	-	425,000
611	La Paz Multi-use Trail - Alameda to Paseo de Valencia	IV- 130	8,850,000	-	-	-	-	-	8,850,000
612	Alicia Pedestrian Bridge at Trail	IV- 132	1,225,000	-	-	-	-	-	1,225,000
613	Trail along SJHTC	IV- 134	375,000	-	-	-	-	-	375,000
614	Alicia Open Space Landscaping	IV- 136	16,375,000	-	-	-	-	-	16,375,000
615	La Paz Open Space Riparian Habitat- Alameda to Paseo de Valencia	IV- 138	12,300,000	-	-	-	-	-	12,300,000
616	Aliso Hills Area Open Space	IV- 140	4,625,000	-	-	-	-	-	4,625,000
617	Oso Parkway Open Space Landscape	IV- 142	8,375,000	-	-	-	-	-	8,375,000
618	Ridge Route Open Space	IV- 144	850,000	-	-	-	-	-	850,000
619	Slope Renovation South of Aliso Creek	IV- 146	900,000	-	-	-	-	-	900,000
620	Miscellaneous Landscape Renovations - Various Areas	IV- 148	1,750,000	-	-	-	-	-	1,750,000
621	Recycled Water Conversions	IV- 150	1,000,000	-	-	-	-	-	1,000,000
	Sub-Total		\$ 66,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	66,600,000
	Grand Total		\$ 146,370,336	\$ 4,020,336	\$ 3,580,000	\$ 505,000	\$ 3,750,000	\$ 450,000	133,240,000

EXHIBIT B

FISCAL YEAR 2020/2021 CAPITAL IMPROVEMENT PROGRAM PROJECTS GENERAL PLAN CONFORMITY FINDINGS

Streets, Signals, and Lighting

The following project meets Mobility Goal M-1 (Provide a safe and efficient local transportation system consistent with the general County standards and the regional system) and Mobility Goal M-2 (Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists).

La Paz Road Widening Project (CIP 184) - Provides for the design of the widening of La Paz Road from McIntyre Street to Cabot Road for improved traffic flow and traffic safety.

Parks

The following project meets Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages).

Park Refurbishment Project (CIP 237) – Provides for the replacement of worn play equipment, hardscape, ADA accessibility and site furnishings as needed for full utilization of the recreation facility.

Community Center and Sports Complex Field Renovations (CIP 238) - Provides for the replacement of sports turf at the Community Center and Sports Complex soccer fields to include irrigation and drainage modifications/reconstruction as needed as well as additional maintenance of the baseball fields at the Community Center and Cabot Park.

Flood Control and Water Quality

The following projects meet Conservation and Open Space Goal COS-1 (Manage limited resources so that future generations can enjoy the environmental and scenic wealth this community has to offer).

NPDES/Water Quality Program (CIP 410) - Provides a variety of water quality improvement initiatives and environmental enhancements to reduce pollutants within water runoff reaching the storm drain systems, in accordance with the NPDES permits. This project meets the above-mentioned Conservation and Open Space Goal as well as the following:

Public Facilities

The following projects meet Community Services and Facilities Goal CSF-1 (Establish and maintain a high level of community facilities and services to meet the needs of the community and enhance the quality of life in Laguna Hills) and Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages).

Community Center Renovation (CIP 513) - Provides for various scheduled maintenance and equipment replacement at the Community Center building.

Sports Complex Renovations (CIP 514) - Provides for various scheduled maintenance and equipment replacement at the Sports Complex.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: June 9, 2020
TO: Mayor and Council Members
FROM: Donald J. White
City Manager
ISSUE: Fourth of July Fireworks Contract

RECOMMENDATION: That the City Council receive and file this report.

SUMMARY:

The City Council discussed the July 4th fireworks show at both the May 12th and May 26th City Council meetings. At the May 26th meeting, the City Council took no action, which had the same effect as cancelling the show. Since the May 26th meeting, Mayor Heft has been in discussions with Fireworks America in an effort to give the City Council one more opportunity to consider having a fireworks show. It is staff's understanding that June 9th is the final deadline to approve a contract. In response to Mayor Heft's request, Fireworks America submitted a revised proposal (see Exhibit A in attached contract). This proposal uses only 4 and 5 inch shells which are propelled higher and could be seen by more people than the 3 inch shells. The original proposal had a total of 1,100 aerial shells (840-3", 160-4" and 100-5") and a show duration of 18 minutes. The attached proposal contains 648 shells (408-4" and 240-5") and a show duration of 15 minutes. Both proposals cost \$26,500. Mayor Heft's event idea is to allow people to drive to the site and park at the Community Center, LHHS, and on Alicia Pkwy and Paseo de Valencia.

When deliberating this issue, the City Council should consider the following:

- In the past, attendance at the 4th of July event has ranged from 7,000 to 10,000.
- Large group gatherings are currently prohibited under Executive Order of the Governor. It seems doubtful that this prohibition will be lifted by July 4th.

Fourth of July Fireworks Contract

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- There are 227 available parking spaces at the Community Center.
 - There are 545 parking spaces at LHHS. The majority of spaces are covered by solar panels.
 - On street parking on Alicia Pkwy from Community Center Drive to Aliso Hills on both sides of the street would accommodate approximately 120 vehicles.
 - On street parking on Paseo de Valencia from Laguna Hills Drive to Alicia Pkwy on both sides of the street would accommodate approximately 80 vehicles.
 - Should vehicles be required to park every other space at the Community Center and LHHS? If yes, total available parking would be 586 vehicles. How would this be enforced?
 - Should the City provide portable toilets?
 - The normal budget for the July 4th event is about \$58,450 and does not include \$10,000 to \$13,000 for additional public safety.
 - Public safety costs for this proposed event could range anywhere from \$20,000 to \$50,000.
 - Public safety costs have increased due to the fact that the Sheriff's Department will not be able to use Reserve Deputies or Explorer Scouts and the need to increase police presence given the current environment of civil unrest and the pandemic.
 - Effective July 1, 2020, the City's liability insurance will have a communicable disease exclusion.
 - At the June 23, 2020 City Council meeting, staff will present revised revenue projections for 2020-21 and a list of recommended budget savings. Preliminarily, revenues next year are projected to come in about \$3 million under budget. Staff will present to the City Council a list of budget savings in the range of \$2 to \$3 million, or 9-14% of budget.

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FISCAL IMPACT:

The budget for the Fourth of July event is \$58,450. Total costs for a show under the current proposal would be \$26,500 for fireworks and \$20,000 to \$50,000 for public safety. There will likely be other costs for parking management, portable toilets, etc.

ATTACHMENTS:

- Fireworks Display Agreement

FIREWORKS DISPLAY AGREEMENT Fireworks and Stage FX America, Inc.

THIS FIREWORKS DISPLAY AGREEMENT (the "Agreement") is made, entered into, and effective this 9th day of June 2020, by and between the CITY OF LAGUNA HILLS, a California general law city organized and existing under the laws of the State of California ("City"), and FIREWORKS AND STAGE FX AMERICA, LLC, a California corporation, dba FIREWORKS AMERICA ("FA").

RECITALS

- A. FA designs, produces, and conducts public fireworks displays; and
- B. City desires to engage FA to design, produce and perform a public fireworks display on July 4, 2020, pursuant to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the terms, conditions, and covenants contained herein, both parties hereto do mutually agree as follows.

AGREEMENT

1. Engagement. City hereby engages FA to provide to City one public fireworks display ("Display"), and FA accepts such engagement upon all of the promises, terms and conditions hereinafter set forth.

1.1 FA Duties. FA shall provide all pyrotechnic equipment, trained pyrotechnicians, shipping, pyrotechnic products, application for specific pyrotechnic permits (the cost of which, including standby fees, shall be paid by City) relating to the Display, and insurance covering the Display. Subject to Paragraph 18, FA shall provide the Display in substantial conformance with the duration, quantities and format outlined in the "Celebrate Freedom" Scope of Work, a copy of which is attached hereto as Exhibit "A" and is incorporated herein by this reference and made a part of this Agreement as though set forth fully herein. In the event of any inconsistency between the terms contained in Exhibit "A" and the terms set forth in the main body of this Agreement, the terms set forth in the main body of this Agreement shall govern.

1.2 City Duties. City shall provide the Site, as defined in Paragraph 2, for the discharge of the Display, access to the Site, security for the Site as set forth in Paragraph 11, and any authorization necessary for FA to utilize the Site for the Display.

1.3 FA Performance. As a material inducement to the City entering into this Agreement, FA acknowledges and understands that the Display contracted for under this Agreement requires specialized skills and abilities and that, consistent with this understanding, FA represents and warrants that it shall conduct the Display and perform all related services and work under this Agreement in a skillful and competent manner, and that it shall be held to a standard of quality and performance prevalent in the pyrotechnic industry for such Display service and work and with the standards recognized as being employed by contractors in the pyrotechnic field in the

State of California. FA further represents and warrants that it is skilled in the field of public fireworks displays and that it holds the necessary skills and abilities to satisfy the standard of quality and performance as set forth in this Agreement. FA further represents and warrants that it and all of its employees and subcontractors, if approved, providing services under this Agreement shall have sufficient skill and experience to perform the Display services and work assigned to them. All Display services and work shall be completed to the reasonable satisfaction of the City.

1.4 Term. This Agreement shall commence upon the effective date of this Agreement and continue in full force and effect until completion of all Display services and work.

2. Time and Place. The Display shall take place on July 4, 2020 ("Scheduled Date"), at approximately 9:00 p.m. ("Scheduled Time"), at the Laguna Hills High School located at 25401 Paseo de Valencia, Laguna Hills, CA, between the Tennis Court and Baseball Field, which is adjacent to the Laguna Hills Community Center located at 25555 Alicia Parkway, Laguna Hills, CA ("Site"). The Display will be under the direct supervision and control of a lead FA pyrotechnician as set forth in Paragraph 3. It is agreed that FA shall be the exclusive fireworks supplier and producer for the Display contracted for herein. City reserves the right to determine the actual start and stop time of the Display.

3. Lead Pyrotechnician.

3.1 Experience. The Display shall be conducted by and discharged under the direct supervision and control of a lead FA pyrotechnician that: (i) has a minimum of three years of experience providing public fireworks displays; and/or (ii) has successfully provided no less than ten public fireworks displays.

3.2 Verification of Credentials. FA shall furnish City with the name of the lead FA pyrotechnician responsible for the Display, a copy of his/her Basic Commercial or Special Effects 1st Class License, and a written summary of his/her prior experience and credentials. FA shall provide the documentation required by this Paragraph to the City by no later than June 22, 2020.

4. Fees, Interest, and Expenses.

4.1 Fee. City agrees to pay FA a fee of \$26,500.00 (Twenty Six Thousand Five Hundred Dollars) ("Display Fee") for the Display. City shall pay to FA \$6,625.00 (Six Thousand Six Hundred Twenty Five Dollars) of the Display Fee as a deposit ("Deposit") upon execution of this Agreement by both parties. Except as otherwise provided below, the balance of the Display Fee shall be paid by City no later than July 18, 2020.

4.2 Interest. In the event that the Display Fee is not paid in a timely manner, City will be responsible for the payment of 1.5% interest per month or 18% annually on the unpaid balance.

4.3 Expenses. FA shall pay all normal expenses directly related to the Display including, but not limited to, freight, insurance as set forth herein, pyrotechnic products, pyrotechnic equipment, experienced pyrotechnic personnel to set up and discharge the pyrotechnics, and those additional items outlined as FA's responsibility under this Agreement. City shall pay all costs related to the Display not supplied by FA including, but not limited to, all

governmental fees and taxes, including sales, use, excise, license, permit, entertainment, or other fees, taxes or surcharges imposed or otherwise applied to the Display.

5. Force Majeure. City agrees to partially assume the risks of weather, strike, civil unrest, terrorism, military action, governmental action, pandemic, and other causes beyond the control of FA or City, which may prevent the Display from being safely discharged on the Scheduled Date, including, but not limited to, State or County Health orders restricting the City's ability to conduct the Display or the public's ability to gather and observe the Display. If, for any such reason, the City cancels its 2020 Fourth of July celebration and Display and/or FA is not reasonably able to safely discharge the Display on the Scheduled Date, City may: (i) reschedule the Display on a mutually agreed upon date occurring no later than September 6, 2021, pay to FA any applicable cancellation fees as provided in Subsection 5.1, and the balance of the Display Fee within 15 business days of completion of the rescheduled Display; or (ii) cancel the Display, pay to FA any applicable cancellation fees as provided in Subsection 5.1, forfeit the Deposit, and be relieved of any obligation to pay to FA the balance of the Display Fee.

5.1 COVID-19 Pandemic Cancellation Fee(s): If the City cancels its 2020 Fourth of July celebration and Display in response to the COVID-19 pandemic it shall pay to FA:

(i) No additional fees, if the City notifies FA of the cancellation at least 15 days prior to the Scheduled Date; or

(ii) \$1,300.00 (One Thousand Three Hundred Dollars), if the City notifies FA of the cancellation less than 15 days prior to the Scheduled Date; or

(iii) \$3,975.00 (Three Thousand Nine Hundred Seventy Five Dollars), if the City notifies FA of the cancellation on or after July 3, 2020.

6. Rescheduling. City shall have the option to unilaterally reschedule the Display at any time prior to the Scheduled Date. Except as provided otherwise in Paragraph 5, if City elects to reschedule the Display, it shall pay to FA the balance of the Display Fee within 15 business days of completion of the rescheduled Display plus: (i) 5% of the Display Fee, or \$1,325.00 (One Thousand Three Hundred Twenty Five Dollars), if the City notifies FA of the request to reschedule before 12:00 a.m. on July 3, 2020; or (ii) 15% of the Display Fee, or \$3,975.00 (Three Thousand Nine Hundred Seventy Five Dollars), if the City notifies FA of the request to reschedule on or after 12:00 a.m. on July 3, 2020. The Display shall be rescheduled on a mutually agreed upon date occurring no later than six months from the Scheduled Date.

7. Right to Cancel, Substantial Delay or Postponement.

7.1 Right to Cancel. City shall have the option to unilaterally cancel the Display at any time prior to the Scheduled Date. If City elects to cancel the Display prior to the Scheduled Date for any reason, other than force majeure pursuant to Paragraph 5, or other than FA's inability to perform as a result of operator error, or other than malfunction or failure of pyrotechnic equipment or materials as provided in Paragraph 7.2(C), or other than FA's failure to fulfill its obligations under this Agreement, FA shall retain the Deposit, and the City shall pay to FA as liquidated damages: (i) 50% of the balance of the Display Fee, or \$9,937.50 (Nine Thousand Nine Hundred

Thirty Seven Dollars and Fifty Cents), if the City notifies FA of the cancellation at least 30 days prior to the Scheduled Date; (ii) 75% of the balance of the Display Fee, or \$14,906.25 (Fourteen Thousand Nine Hundred Six Dollars and Twenty Five Cents), if the City notifies FA of the cancellation 15 to 29 days prior to the Scheduled Date; or (iii) 100% of the balance of the Display Fee, or \$19,875.00 (Nineteen Thousand Eight Hundred Seventy Five Dollars), if the City notifies FA of the cancellation less than 15 days prior to the Scheduled Date.

7.2 Substantial Delay or Postponement. Both parties agree that the City will suffer damages as a result of any substantial delay or postponement of the Display resulting from operator error, or malfunction or failure of the pyrotechnic equipment or materials, and therefore agree to the following liquidated damages provisions:

A. If FA, as a result of operator error, or malfunction or failure of the pyrotechnic equipment or materials, is unable to start the Display within 5 to 15 minutes after the Scheduled Time, or if at any time after the Display has begun and is underway, there is/are a gap(s) or break(s) in the program lasting 2 to 5 minutes in total, FA shall pay to the City as liquidated damages 20% of the Display Fee, or \$5,300.00 (Five Thousand Three Hundred Dollars).

B. If FA, as a result of operator error, or malfunction or failure of the pyrotechnic equipment or materials, is unable to start the Display more than 15 to 30 minutes after the Scheduled Time, or if at any time after the Display has begun and is underway, there is/are a gap(s) or break(s) in the program lasting more than 5 to 15 minutes in total, FA shall pay to the City as liquidated damages 50% of the Display Fee, or \$13,250.00 (Thirteen Thousand Two Hundred Fifty Dollars).

C. If FA, as a result of operator error, or malfunction or failure of the pyrotechnic equipment or materials, is unable to start the Display for more than 30 minutes after the Scheduled Time, or at any time after the Display has begun and is underway, there is/are a gap(s) or break(s) in the program lasting more than 15 minutes in total, the City, in its sole discretion, may cancel the Display without incurring any liability for payment to FA and without any obligation to reschedule the Display. In either event, it is expressly agreed that FA shall pay to the City as liquidated damages 100% of the Display Fee, or \$26,500.00 (Twenty Six Thousand Five Hundred Dollars).

8. Notice of Rescheduling or Cancellation.

8.1 Notice Prior to Scheduled Date. In the event that the City elects to reschedule or cancel the Display prior to the Scheduled Date, the City shall communicate its decision to Kevin Brueckner of FA at go4pyro@aol.com and/or by phone to (800) 464-7976.

8.2 Notice on Scheduled Date. In the event that the City elects to reschedule or cancel the Display on the Scheduled Date, the City shall communicate its decision to Kevin Brueckner of FA at go4pyro@aol.com and/or by phone to (800) 464-7976. In addition, the City shall inform the lead FA pyrotechnician onsite of its decision as appropriate.

9. **City Contract Officer.** The City Manager, or his/her designee, shall be solely authorized to make decisions concerning this Agreement and the Display including, but not limited to, requests to reschedule or cancel the Display.

10. **Safety.** FA shall comply with applicable federal, state and local laws and regulations and employ safety policies and procedures, programs, protocols and other measures consistent with recognized applicable industry standards and practices. At all times before and during the Display, it shall be within FA's sole discretion and control to determine whether or not the Display may be safely discharged or continued. It shall not constitute a breach of this Agreement by FA to determine that the Display cannot be discharged or continued as a result of any conditions or circumstances affecting safety beyond the reasonable control of FA. Conditions or circumstances resulting from operator error, or malfunction or failure of the pyrotechnic equipment or materials shall not be deemed "beyond the reasonable control of FA" for purposes of this Paragraph and shall remain subject to the liquidated damages provisions set forth in Paragraph 7.2.

11. **Security.** City shall provide and maintain sufficient security personnel, barricades, and police services before, during and after the Display until the lead FA pyrotechnician declares the Site clear. The City shall also provide and maintain a shell casing fallout area clear of any buildings, cars and spectators with a minimum 500-foot radius, or as may otherwise be specified by the current edition of *National Firework Protection Association 1123: Code for Fireworks Display* ("NFPA 1123"), as a Fire Safety Zone ("FSZ") from the time the fireworks are delivered to the Site until the lead FA pyrotechnician declares the Site clear. The approximate location and scope of the FSZ is depicted in Exhibit "B" attached hereto. It is understood and agreed that FA will cease the discharge of all fireworks due to any security breach of the FSZ. FA shall not be responsible for personal injury, vehicle or property damage occurring within the FSZ as a result of the City's failure to maintain the 500-foot radius FSZ clear of any buildings, cars, or spectators. Furthermore, City shall be responsible for any property damage to the Laguna Hills High School Tennis Court, Baseball Field, Track and/or Football Field solely within the FSZ caused by ordinary fallout from the Display. City acknowledges and agrees that FA's responsibilities are limited to the Display and that FA is relying on City to maintain the aforementioned FSZ and to comply with all Federal, State, and local laws, orders, regulations and ordinances pertaining to the implementation of any and all security measures at the FSZ. Any inspections of the FSZ by or on behalf of City made during setup of the Display shall be in accordance with the current edition of NFPA 1123, and under the direct supervision of the lead FA pyrotechnician. Any such inspection shall not interfere with the safety of the setup, discharge, or disassembly of the Display. The lead FA pyrotechnician may, at his/her sole discretion, cancel any inspection that in his/her opinion may compromise the safety of the setup, discharge, or disassembly of the Display.

12. **Continuity.** FA shall establish Display "continuity" (i.e., test and confirm the functionality of electrically fired pyrotechnic lines, channels and circuits) by no later than 7:00 p.m. on the Scheduled Date, or no less than two hours prior to the Scheduled Time as such time may be modified by the City.

13. **Contract Subject to Government Regulation.** This Agreement and FA's obligations and FA's performance hereunder are subject to all applicable Federal, State, and local laws, rules, ordinances, regulations and codes, now or hereinafter in effect, and to the conditions and

limitations contained in any necessary permits, as set forth in Paragraph 14 ("Display Permits"). In the event any Federal, State, or local law, rule, regulation or ordinance shall be enacted which in any way prohibits, limits or restricts the sale, performance or operation of the exhibition of the Display or in the event the Display Permits in any way limit or restrict the sale, performance or operation of said exhibition, FA shall limit or restrict its performance of the Display so as to comply with such law, rule, regulation or ordinance or limitation or restriction of Display Permits. The City acknowledges that any such limit or restriction placed on the performance or operation of the Display shall in no way result in or entitle City to a reduction or abatement in the full contract price.

14. Permits. FA agrees to apply for permits for the firing of pyrotechnics from the Orange County Fire Authority, and if required, the FAA. The City shall be responsible for any fees associated with these permits, including standby fees. The City shall be responsible for obtaining any other necessary permits, paying associated fees, and making other appropriate arrangements for police services, other fire departments, road closures, event/activity or land use permits or any permission or permit required by any local, regional, state or federal government.

15. Cleanup. FA shall be responsible for the removal of all Display equipment and any live pyrotechnics from the Site. The City shall be responsible for cleaning the Site and FSZ.

16. Insurance and Indemnification.

16.1 Insurance. FA shall procure and maintain, at its sole cost and expense, and submit concurrently with its execution of this Agreement, in a form and content satisfactory to City, public liability and property damage insurance against any and all claims for injuries against persons or damages to property resulting from FA's performance under this Agreement. FA shall also carry workers' compensation insurance in accordance with California workers' compensation laws. Such insurance shall be kept in full force and effect during the term of this Agreement, including any extension thereof, and shall not be cancelable without thirty (30) days written notice to City of any proposed cancellation. Certificates of insurance evidencing the foregoing and designating the City and the Saddleback Valley Unified School District, their elected and appointed officials and officers, employees, agents, and volunteers as additional insureds by original endorsement shall be delivered to and approved by City prior to commencement of services. The procuring of such insurance and the delivery of policies, certificates, and endorsements evidencing the same shall not be construed as a limitation of FA's obligation to indemnify City and the Saddleback Valley Unified School District, their elected and appointed officials and officers, agents, employees, and volunteers.

16.1.1 Minimum Scope of Insurance. The minimum amount of insurance required hereunder shall be as follows:

A. Comprehensive general liability and personal injury with limits of at least five million dollars (\$5,000,000.00) per occurrence, six million dollars (\$6,000,000.00) in the general aggregate, and six million dollars (\$6,000,000.00) for products and completed operations; the commercial general liability policy shall name the City of Laguna Hills and the Saddleback Valley Unified School District as additional insureds;

B. Automobile liability insurance with limits of at least one million dollars (\$1,000,000.00) per occurrence;

C. Workers' compensation insurance in the statutory amount as required by the State of California, and Employer's Liability Insurance with limits of at least one million dollars (\$1,000,000.00) per accident for bodily injury or disease.

For any claims related to this Agreement, FA's insurance coverage shall be primary insurance as respects City and the Saddleback Valley Unified School District, and their respective elected and appointed officials and officers, employees, agents, and volunteers. Any insurance or self-insurance maintained by City or the Saddleback Valley Unified School District and their respective elected officials, officers, employees, agents, and volunteers shall be in excess of FA's insurance and shall not contribute with it. For workers' compensation and employer's liability insurance only, the insurer shall waive all rights of subrogation and contribution it may have against City, its elected and appointed officials and officers, employees, agents, and volunteers.

16.1.2 Sufficiency of Insurers. Insurance required herein shall be issued by a licensed company authorized to transact business in the state by the Department of Insurance for the State of California with a current rating of A-VII or better (if an admitted carrier), or a current rating of A:X or better (if offered by a non-admitted insurer listed on the State of California List of Eligible Surplus Lines Insurers (LESLI), by the latest edition of A.M. Best's Key Rating Guide, except that the City will accept workers' compensation insurance from the State Compensation Fund.

16.1.3 Verification of Coverage. FA shall furnish City with both certificates of insurance and original endorsements, including additional insured endorsements, effecting all of the coverages required by this Agreement. The certificates and endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. All proof of insurance is to be received and approved by the City by no later than June 19, 2020. City reserves the right to require FA's insurers to provide complete, certified copies of all required insurance policies at any time. Additional insured endorsements are not required for workers' compensation policies.

16.1.4 Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City and the Saddleback Valley Unified School District, their elected officials, officers, employees, agents, and volunteers; or, FA shall procure a bond guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

16.1.5 Separation of Insureds; No Special Limitations. All insurance required by this Section shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the City and the Saddleback Valley Unified School District, their directors, officials, officers, employees, agents, and volunteers.

16.2 Indemnification. To the fullest extent permitted by law, FA shall defend (at FA's sole cost and expense with legal counsel reasonably acceptable to the City), indemnify, protect, and hold harmless City and the Saddleback Valley Unified School District, their elected and

appointed officials, officers, directors, employees, agents, and volunteers (collectively the “Indemnified Parties”), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively “Claims”), including but not limited to Claims arising from injuries to or death of persons (FA’s employees included), for damage to property, including property owned by City and the Saddleback Valley Unified School District, or from any violation of any federal, state, or local law or ordinance, which Claims arise out of, pertain to, or are related to FA’s performance under this Agreement. Under no circumstances shall the insurance requirements and limits set forth in this Agreement be construed to limit FA’s indemnification obligation or other liability hereunder.

17. Attorney Fees. In the event any dispute between the parties with respect to this Agreement results in litigation or any non-judicial proceeding, the prevailing party shall be entitled, in addition to such other relief as may be granted, to recover from the non-prevailing party all reasonable costs and expenses, including but not limited to reasonable attorney fees, expert consultant fees, court costs and all fees, costs, and expenses incurred in any appeal or in collection of any judgment entered in such proceeding.

18. Substitutions. FA shall have the right, at its discretion, to substitute any fireworks it deems necessary provided same does not detract from the aesthetic value or quality of the Display. This includes, but is not limited to, shell sizes, quantities, types and brand names. Any substitutions shall in no way result in or entitle City to a reduction or abatement of the full contract price.

19. California Law. This Agreement shall be construed and interpreted both as to validity and to performance of the parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim, or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Orange, State of California, or any other appropriate court in such county, and FA covenants and agrees to submit to the personal jurisdiction of such court in the event of such action.

20. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes all prior negotiations, arrangements, agreements, representations, and understandings, if any, made by or among the parties with respect to the subject matter hereof, and may not be changed, modified, renewed or extended except by a written agreement, signed by both parties.

21. Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement, which shall be interpreted to carry out the intent of the parties hereunder

22. Amendment. This Agreement may be amended at any time by the mutual consent of the parties by an instrument in writing.

23. Prohibition Against Subcontracting or Assignments. The experience, knowledge, capability, expertise, and reputation of FA, its principals and employees, were a substantial

inducement for City to enter into this Agreement. Therefore, FA shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, voluntarily or by operation of law, without the prior written consent of City. FA shall not contract with any other entity to perform the Display service and work required without prior written consent of City. If FA is permitted to subcontract any part of this Agreement by City, FA shall be responsible to City for the acts and omissions of its subcontractor(s) in the same manner as it is for persons directly employed. Nothing contained in this Agreement shall create any contractual relationships between any approved FA subcontractor and City.

24. Independent Contractor.

A. The legal relationship between the parties is that of an independent contractor, and nothing herein shall be deemed to make FA a City employee. During the performance of this Agreement, FA and its officers, employees, and agents shall act in an independent capacity and shall not act as City officers or employees. The personnel performing the Display services under this Agreement on behalf of FA shall at all times be under FA's exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of FA or any of its officers, employees, or agents, except as set forth in this Agreement. FA, its officers, employees, or agents shall not maintain an office or any other type of fixed business location at City's offices. City shall have no voice in the selection, discharge, supervision, or control of FA's employees, servants, representatives, or agents, or in fixing their number, compensation, or hours of service. FA shall pay all wages, salaries, and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, including but not limited to social security income tax withholding, unemployment compensation, workers' compensation, and other similar matters. City shall not in any way or for any purpose be deemed to be a partner of FA in its business or otherwise a joint venturer or a member of any joint enterprise with Consultant.

B. FA shall not incur or have the power to incur any debt, obligation, or liability against City, or bind City in any manner.

C. No City benefits shall be available to FA, its officers, employees, or agents in connection with any performance under this Agreement. Except for professional fees paid to FA as provided for in this Agreement, City shall not pay salaries, wages, or other compensation to FA for the performance of the Display services and work under this Agreement. City shall not be liable for compensation or indemnification to FA, its officers, employees, or agents, for injury or sickness arising out of performing the Display services and work hereunder. If for any reason any court or governmental agency determines that the City has financial obligations, other than pursuant to Section 4 herein of any nature relating to salary, taxes, or benefits of FA's officers, employees, servants, representatives, subcontractors, or agents, FA shall indemnify City for all such financial obligations.

25. Interpretation. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties. The terms of this Agreement are contractual and the result of negotiation between the parties. Accordingly, any rule of construction of contracts (including, without limitation, California Civil Code Section

1654) that ambiguities are to be construed against the drafting party, shall not be employed in the interpretation of this Agreement. The caption headings of the various sections and paragraphs of this Agreement are for convenience and identification purposes only and shall not be deemed to limit, expand, or define the contents of the respective sections or paragraphs.

26. Waiver. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought. Any waiver by the parties of any default or breach of any covenant, condition, or term contained in this Agreement, shall not be construed to be a waiver of any subsequent or other default or breach, nor shall failure by the parties to require exact, full, and complete compliance with any of the covenants, conditions, or terms contained in this Agreement be construed as changing the terms of this Agreement in any manner or preventing the parties from enforcing the full provisions hereof.

27. Rights and Remedies Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the parties are cumulative and the exercise by either party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other party.

28. Legal Action. In addition to any other rights or remedies, either party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement.

29. Third Party Beneficiary. Except as may be expressly provided for herein, nothing contained in this Agreement is intended to confer, nor shall this Agreement be construed as conferring, any rights, including, without limitation, any rights as a third-party beneficiary or otherwise, upon any entity or person not a party hereto.

30. Notice. Except as set forth in Paragraph 8, any notice, request, demand, direction, or other communication required or permitted hereunder shall be in writing, and shall be personally delivered, sent by registered or certified mail, postage prepaid, return-receipt-requested, or delivered or sent by facsimile with attached evidence of completed transmission, and shall be deemed received upon the earlier of (i) the date of delivery to the address of the person to receive such notice if delivered personally or by messenger or overnight courier; (ii) five (5) business days after the date of posting by the United States Post Office if by mail; or (iii) when sent if given by facsimile. Any notice or other communication sent by facsimile must be confirmed within forty-eight (48) hours by letter mailed or delivered. Other forms of electronic transmission such as e-mails, text messages, instant messages are not acceptable manners of notice required hereunder. Notices or other communications shall be addressed as follows:

To City:

City of Laguna Hills
 Attention: City Manager
 24035 El Toro Road
 Laguna Hills, CA 92653
 Telephone: (949) 707-2600
 Facsimile: (949) 707-2614

To Fireworks and Stage FX America, LLC:

Fireworks America
 Attention: Kevin T. Brueckner, President
 12485 Highway 67 North
 Lakeside, CA. 92040
 Telephone: (800) 464-7976
 Facsimile: (619) 938-8273

31. Binding Effect. This Agreement shall not be binding on either party until executed by both City and FA.

32. Corporate Authority. Each of the undersigned represents and warrants that (i) the party for which he/she is executing this Agreement is duly authorized and existing, (ii) he/she is duly authorized to execute and deliver this Agreement on behalf of the party for which he/she is signing, (iii) by so executing this Agreement, the party for which he/she is signing is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which the party for which he/she is signing is bound.

[SIGNATURE ON NEXT PAGE]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the dates stated below.

“CITY”
City of Laguna Hills

Date: _____

By: _____
 Donald J. White,
 City Manager

APPROVED AS TO FORM:

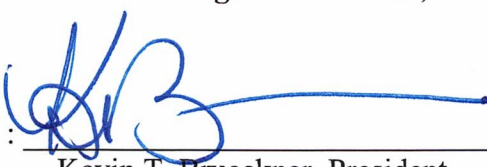
ATTEST

By: _____
 Gregory E. Simonian,
 City Attorney

By: _____
 Melissa Au-Yeung,
 City Clerk

“FA”
Fireworks and Stage FX America, LLC

Date: _____

By:  _____
 Kevin T. Brueckner, President

Date: _____

By:  _____
 Scott Danielson, General Manager

Attachment: Fireworks Display Agreement (2148 : Fourth of July Fireworks Contract)

EXHIBIT "A"

Scope of Work

for

City of Laguna Hills

2020 Fourth of July Celebration

Attachment: Fireworks Display Agreement (2148 : Fourth of July Fireworks Contract)

City of Laguna Hills



Presents

Celebrate Freedom

A Fireworks Extravaganza

July 4th, 2020

Produced by



"The Difference is Quality"

City of Laguna Hills
Celebrate Freedom
July 4th, 2020

6.1.1.a

Aerial Show Presentation

Program A

Color and Multi-Color Aerial Shells

4" 201

5" 160

Flitter, Glitter, Electric Color and
Color Changing Shells

4" 75

5" 50

Distinctive and Unique Aerial Shells

4" 22

5" 12

Premium Aerial Shells

4" 10

5" 8

Aerial Grand Finale

Program A

Color and Multi-Color Finale Shells

4" 100

Finale Crown

5" 10

Grand Totals

Aerial Shells

4" 408

5" 240

Total Aerial Shells

648

Program Price

Total Program Price Inclusive of
Insurance, Operator and
Transportation

Cost \$26,500

Show Duration 15 Minutes



Fireworks
& Stage FX
America

Attachment: Fireworks Display Agreement (2148 : Fourth of July Fireworks Contract)

Fireworks America Products

The Quality Difference

Fireworks America has sought to affiliate itself with world renown-award winning manufacturers, both foreign and domestic. In every show you will find only the highest quality products and variety which will far surpass those of our competitors.

Product Definitions Are:

Color and Multi-Color include standard one color products and multiple colors such as Chrysanthemums, Peonies and Hearts, Red, Green and Blue, Variegated, etc.

Our variety is unmatched and as such we can guarantee over 40 varieties in this category.

Compare to our competitors "Color", "Fancy", some "Extra Fancy", "Standard" or "Japanese Style Deluxe" Shells.

Classic: includes Flitter, Glitter, Electric Color and Color Changing Transformation Penny Glitter, Glitter & Color, Magnesium Red Electric, Red to Blue, Comets, etc. Our variety is unmatched and as such we can guarantee over 50 varieties in this category.

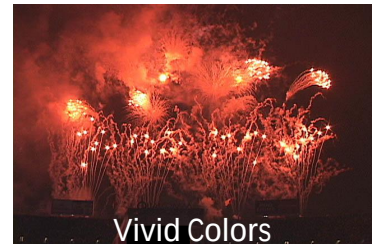
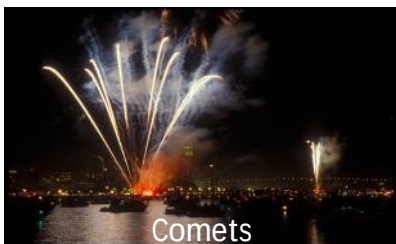
Compare to our competitors "Extra Fancy", "Floral", "Classic" or "Japanese Style Super Effect" Shells

Select: Shells feature Distinctive and Unique Aerial Shells including, Spiders, Multiple Reports, Strobes, Multiple Effect Shells, Domestic Glittering Comets, . Crackling Effects, Double Ring Shells, Saturn Shells, Tourbillion Shells, Special Pattern Shells, Weeping Willow Shells, Shell of Shells and Serpentine Shells, etc..

Compare to our competitors "Special", "Special Effect", or "Japanese Style Special Effect" Shells.

Premium: Aerial Shells include Crossettes, Serpents, Whistles, Whistles and Reports, Serpents and Strobes, Fish and Whistles, Tourbillions to Reports, Thunder and Rainbow, Serpents and Stars, Nishiki Kamuros, and many other American Made Specialty Shells.

Our competitors cannot compare with our Domestically-Made Superstars.



City of Laguna Hills
**Show Concept, Services List,
 and Miscellaneous Details**

Services List:

Fireworks America to Provide:

- 1) Permit Filings as Required
- 2) Storage and Delivery of fireworks
- 3) All Equipment to produce the display
- 4) Insurance Aggregate amount of
\$10,000,000 (Combined Single Limits)
- 5) Worker's Compensation Insurance
(Statute)
- 6) Music CD/MP3
- 7) Choreography

City of Laguna Hills to Provide:

- 1) A Suitable Firing Site
- 2) Adequate Security for Firing Site
- 3) Sand & Sand Removal, if req'd
- 4) Permit Fees
- 5) Standby Firefighter Fees, if req'd
- 6) Sound System and Playback
- 7) Adequate Permit Time as
listed below.

Minimum Time Required

Fireworks America will provide permitting services on your behalf. There are minimum times required to pull these permits. Contracts and deposits must be signed and back to us prior to starting these services. Here are the **minimum permit times**.

Land Based Shows based require a minimum of **30 days** to permit based on Local and State Ordinance, FAA and other requirements.

Water based shows require a minimum of **60 days** to permit based on all of the above PLUS Coast Guard requirements.

Please plan your show accordingly.

Operators and Assistants:

Fireworks America will provide the services of a State Licensed Pyrotechnic Operator and experienced crew to fire your display. The entire crew will be covered under Fireworks America's Worker's Compensation Insurance.

City of Laguna Hills
**Show Concept, Services List,
 and Miscellaneous Details**

Payment Terms:

50% of the Sum is to be paid to FA at the signing of the Contract, Balance Net 10 Days After Display

Method of Discharge:

The show will be fired electrically. Each fireworks event will have its own ignitor for precise timing. Fireworks America will provide the firing panel, cable, distribution system and power for the show.

Choreography:

The program will be choreographed utilizing the latest innovation in computerized-fireworks choreography. This will allow maximum accuracy in firing and timing of the display. The fireworks will follow the music precisely and provide an exhilarating experience for the viewer.




**Fireworks
 & Stage FX
 America**



EXHIBIT "B"

Approximate Fire Safety Zone

for

City of Laguna Hills

2020 Fourth of July Celebration

Attachment: Fireworks Display Agreement (2148 : Fourth of July Fireworks Contract)



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