
**TRAFFIC
COMMISSION
REGULAR
MEETING**



**MAY 16, 2012
7:00 PM**

AGENDA

Rick Frazier - Chair

Tim Hillis - Vice Chair

Pamela Dow - Commissioner

Donald Froelich - Commissioner

Ed Rowe - Commissioner

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

ROLL CALL OF COMMISSION MEMBERS

1. ELECTION OF CHAIR

RECOMMENDATION: THAT THE TRAFFIC COMMISSION ELECT A NEW CHAIR.

2. ELECTION OF VICE CHAIR

RECOMMENDATION: THAT THE TRAFFIC COMMISSION ELECT A NEW VICE CHAIR.

3. PUBLIC COMMENTS

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

4. MINUTES**5. PRESENTATIONS****6. ADMINISTRATIVE REPORTS****6.1 LA PAZ ROAD PARKING REQUEST**

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE IMPLEMENTATION OF A TEMPORARY PERMIT PARKING PROGRAM ALONG THE SOUTH SIDE OF LA PAZ ROAD BETWEEN MONTE VISTA AND ALISO HILLS DRIVE.

6.2 SIGHT DISTANCE ANALYSIS AT APPIAN AND BRIDLEWOOD DRIVE

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE CREATION OF A NO PARKING ANYTIME ZONE ALONG THE EAST SIDE OF BRIDLEWOOD DRIVE FROM APPIAN TO LAUREL CREST DRIVE.

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

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

7. INFORMATIONAL ITEMS**7.1 RADAR SPEED TRAILER****7.2 SHERIFF'S DEPARTMENT VERBAL REPORT****8. COMMISSIONER COMMENTS****9. ADJOURNMENT**

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

CERTIFICATION

I, HUMZA JAVED, Assistant Civil Engineer of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and La Paz Center by May 11, 2012, at 5:00PM.



HUMZA JAVED
ASSOCIATE CIVIL ENGINEER

May 11, 2012

DATE

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

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

**CITY OF LAGUNA HILLS, CALIFORNIA
TRAFFIC COMMISSION MEETING
MINUTES
JANUARY 18, 2012**

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE:

Commissioner Pamela Dow led the Pledge of Allegiance.

ROLL CALL OF COMMISSION MEMBERS:

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

Absent: Tim Hillis, Vice Chair

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

1. PUBLIC COMMENTS

2. APPROVAL OF MINUTES

IT WAS MOVED BY COMMISSIONER ED ROWE, SECONDED BY CHAIR FRAZIER, TO APPROVE THE MINUTES OF THE NOVEMBER 16, 2011, TRAFFIC COMMISSION MEETING.

The motion carried by the following vote:

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

3. PRESENTATIONS

None

4. ADMINISTRATIVE REPORTS

4.1 PROPOSED NO PARKING ANYTIME ZONES ON PLAZA POINTE DRIVE

Staff stated that this item was continued from the meeting of November 16, 2011, per request of the Traffic Commission, in order to give staff the opportunity to meet with Comfort Inn staff to address concerns regarding the likely loss of on-street parking. Staff has since met with Comfort Inn staff and performed multiple field evaluations and has identified three locations where No Parking Anytime Zones are advised in order to reduce conflicts with sight distance and traffic movements in accordance with the Highway Design Manual's Stopping Sight Distance Standard on Horizontal Curves. Staff is recommending that No Parking Zones be established on Plaza Pointe Drive at the following locations: (1) east side of Plaza Pointe Drive starting 200' south of Avenida de la Carlota to 145' southerly to the driveway; (2) east side of Plaza Pointe Drive from 180' north of South Pointe Drive for a length of 120' northerly to the driveway; and (3) west side of Plaza Pointe Drive from 160' north of South Pointe Drive for a length of 145' northerly to the driveway. Staff stated that 56% of Plaza Pointe Drive will still be available for parking between Avenida de la Carlota and South Pointe Drive.

Dr. Alex Naghibi, a member of the business community, stated that it is his opinion that a parking restriction for the entire area of Plaza Pointe Drive is necessary, particularly for semi-trucks, to ensure motorist safety.

Mr. Kevin Akash, a member of the business community (Comfort Inn representative), thanked the Traffic Commission and Mr. Javed for meeting with him last month to address his concerns and explain the issues and stated that he is in support of the current recommendation.

Mr. Mark Shafer, a member of the business community, stated his concerns regarding trucks obstructing the view and stated that it is his opinion that the recommendation needs to be expanded.

Mr. Nicholas Grossman, a member of the business community, stated that in his opinion the roadway is not wide enough to allow big rig truck parking and requested that the Commission ban the parking of trucks on Plaza Pointe Drive.

Mr. Kevin Olson, a member of the business community, stated that his business has been located on South Pointe Drive since 2004, and

reported that in his opinion the big rig trucks parked along Plaza Pointe Drive create a traffic safety hazard by causing cars to cross over the centerline to get past them. Mr. Olson stated that he would be in favor of a No Parking during Business Hours restriction on Plaza Pointe Drive.

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

MOTION WAS MADE BY COMMISSIONER ROWE, SECONDED BY CHAIR FRAZIER, TO RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF NO PARKING ZONES ON PORTIONS OF PLAZA POINTE DRIVE BETWEEN SOUTH POINTE DRIVE AND AVENIDA DE LA CARLOTA AND HAVE STAFF CONDUCT A FUTURE SURVEY OF THE TRAFFIC CONDITIONS AND REPORT BACK TO TRAFFIC COMMISSION AS APPROPRIATE.

The motion carried by the following vote:

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

4.2 PARKING CONTROLS SURVEY ANALYSIS IN THE MANDEVILLE DRIVE AREA NEIGHBORHOOD

Staff stated that this item is an evolving issue that was continued from the Traffic Commission meeting of November 16, 2011, per request of the Traffic Commission, to allow staff the opportunity to perform a final review of the parking control resident survey conducted on October 12, 2011. The Traffic Commission requested that staff analyze support for parking controls on a short segment of Mandeville Drive, from Moulton Parkway to approximately 500 feet easterly, and a portion of Santa Rosa Avenue, from Mandeville Drive to Alta Loma Court. The survey results revealed that 58% of the residents on that portion of Mandeville Drive are in support of permit parking and 11% of the residents on Santa Rosa are in support of a no overnight parking program or permit parking. It is staff's opinion that establishing a permit parking program on a short segment of Mandeville Drive could create a parking issue further east on Mandeville Drive or on Santa Rosa Avenue as vehicles will be forced to park elsewhere on the street to avoid the permit parking zone. Staff is working with the Crestline HOA to re-educate their residents about the permit parking program available to them on Gordon Road in an effort to create a

permanent solution to this parking issue. Staff is recommending that the Traffic Commission receive and file this report.

Ms. Karishma Teiwani, a resident of Mandeville Drive, stated that she is an advocate for permit parking on Mandeville Drive and requested that the Traffic Commission take into consideration the results of the survey which indicate 58% support for a permit parking program.

Ms. Cynthia Orel, a resident of Mandeville Drive, discussed her concerns and experiences with undesired on-street parking occurring on Mandeville Drive and stated that she is in support of a permit parking program.

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

MOTION WAS MADE BY COMMISSIONER FROELICH, SECONDED BY COMMISSIONER DOW, TO RECOMMEND TO THE CITY COUNCIL THE ESTABLISHMENT OF A PERMIT PARKING PROGRAM ON MANDEVILLE DRIVE, FROM MOULTON PARKWAY TO 500 FEET EASTERLY, AND REQUESTED THAT STAFF MONITOR THE SITUATION.

The motion carried by the following vote:

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

4.3 SIGHT DISTANCE ANALYSIS AT SANTA VITTORIA DRIVE AND CAMINITO CRUZ

Staff stated that a resident had expressed concerns regarding sight distance constraints at the intersection of Santa Vittoria Drive and Caminito Cruz. As a result of this concern, staff requested that the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. perform a sight distance analysis at this intersection. Results determined that there is adequate sight distance only if on-street parking near the intersection is prohibited. In order to maintain proper sight distance, staff is recommending the establishment of a No Parking Anytime Zone on the west side of Santa Vittoria Drive, from 40 feet south of Caminito Cruz to 40 feet north of Caminito Cruz.

MOTION WAS MADE BY COMMISSIONER FROELICH, SECONDED BY COMMISSIONER DOW, TO RECOMMEND TO CITY COUNCIL THE ESTABLISHMENT OF A NO PARKING ANYTIME ZONE ALONG THE WEST SIDE OF SANTA VITTORIA DRIVE FROM 40 FEET SOUTH OF CAMINITO CRUZ TO 40 FEET NORTH OF CAMINITO CRUZ.

The motion carried by the following vote:

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

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

Staff stated that a request had been received from a resident to evaluate the need for a three-way stop sign at the intersection of Santa Vittoria Drive at San Remo Drive. As a result of this request, the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc. performed an analysis of this intersection in accordance with the California Manual of Uniform Traffic Control Devices (MUTCD) for Multi-Way Stop Applications. Results determined that this intersection does not meet the State standards for a multi-way stop sign control. Staff's recommendation is to receive and file this report.

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

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

5. INFORMATIONAL ITEMS

5.1 RIDGE ROUTE DRIVE SPEED LIMIT

Staff stated that a letter had been received from residents of Laguna Woods Village with a request to reduce the speed limit on Ridge Route Drive from 45 mph to 35 mph in an effort to reduce traffic noise. Staff responded with a letter to the residents explaining that speed limit setting on California public streets is based upon State and Federal requirements,

and in the case of Ridge Route Drive, the speed limit was set at 45 mph based upon those specific factors and could not be lowered.

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

Staff stated that this report was prepared for the City of Laguna Woods and forwarded to the City as an informational item as San Remo Drive is the City boundary. Hartzog & Crabill, Inc. performed a multi-way stop warrant analysis at the intersection of Santa Maria Avenue at San Remo Drive per the California Manual of Uniform Traffic Control Devices and determined that the installation of a multi-way stop was not warranted at this intersection.

5.3 TRAFFIC CONTROLS

Staff stated that this report is an informational item for use by the Traffic Commission which discusses the various “tools” available in the Traffic Control “toolbox” which the City uses when following the incremental approach to addressing traffic issues. Staff briefly reviewed the report and discussed the various traffic controls. Also included is an article prepared by Robert Kahn, a City consultant, discussing Roadway Striping as a Traffic Calming Option, and staff reported that this method was used on Mustang Drive with the centerline striping that was recently installed.

The Commission and staff engaged in a discussion regarding this item.

5.4 RADAR TRAILER SCHEDULE FOR FEBRUARY/MARCH

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

5.5 SHERIFF’S DEPARTMENT VERBAL REPORT

Chief Behrens introduced himself to the Commission and discussed his background.

6. COMMISSIONER COMMENTS

No Commissioner comments.

7. ADJOURNMENT

There being no further business before the Traffic Commission at this session, Chair Frazier declared the meeting adjourned at 8:31 p.m. to the meeting of March 21, 2012.

Prepared by:

Approved by:

Humza Javed, P.E.
Associate Civil Engineer

Rick Frazier
Chair

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

ISSUE: LA PAZ ROAD PARKING REQUEST

SUMMARY:

A resident of the community requested that City Council consider allowing street parking along La Paz Road in the vicinity of his home and a rear-yard barn structure. Staff was directed to review this request and report to the Traffic Commission. Staff has performed a review and is proposing a temporary permit parking program be implemented to accommodate the request. It is recommended that the Traffic Commission recommend a temporary permit parking program to the City Council.

BACKGROUND:

La Paz Road is a four-lane arterial highway traversing east/west in the central portion of the City. Average daily traffic volumes for 2011 were measured at 16,700 vehicles per day on La Paz Road between Paseo de Valencia and Gallup Circle. A significant traffic and parking load occurs in this area during drop-off and pick-up hours at Valencia Elementary School, which is located on the southeast corner of Paseo de Valencia at La Paz Road. Please see the attached Vicinity Map depicting current parking restrictions in Exhibit A.

At the March 27, 2012 City Council meeting, Mr. Clarence Hauschild, a resident of 25385 Gallup Circle, requested the City Council consider allowing parking along La Paz Road in the vicinity of the rear of his residence so that he could hold Open House events for his historical barn. The barn is facing La Paz Road and an existing driveway located on the south side of La Paz Road, approximately 300 feet west of Monte Vista, along with a Nellie Gail Ranch Owners Association Trail allows vehicular access to the barn.

There is currently a No Parking Anytime Zone along La Paz Road (except in the vicinity of the Valencia Elementary School) that was established in 2009 per City Council Resolution No. 2009-10-13-2. This Resolution was adopted in order to limit vehicular parking in favor of enhanced traffic flow, to eliminate the potential for truck parking, and to establish consistent parking regulations along all of the City's arterial highways. Many

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE IMPLEMENTATION OF A TEMPORARY PERMIT PARKING PROGRAM ALONG THE SOUTH SIDE OF LA PAZ ROAD BETWEEN MONTE VISTA AND ALISO HILLS DRIVE.

other sections of arterial highways including Oso Parkway, El Toro Road, Alicia Parkway, Paseo de Valencia, etc. were included in this Resolution. Please see attached Resolution in Exhibit B.

Currently, there is parking permitted along certain segments of La Paz Road and along Paseo de Valencia in the vicinity of Valencia Elementary School. This is due to public interest and need for parking especially during school drop-off and pick-up hours. Please see attached photos in Exhibit C.

Though staff is sensitive to the resident's request to allow parking for access to the barn, extending allowed parking on a section of La Paz Road would be contrary to the City's goal to create consistent parking requirements along arterial highways. However, in order to accommodate Mr. Hauschild's request, staff is proposing temporary permit parking be allowed for a specific timeframe along the south side of La Paz Road from Monte Vista to Aliso Hills Drive. The permits would be issued occasionally based upon a request from Mr. Hauschild for a certain number of hours during the Open House events. The two existing "No Parking" signs on the south side of La Paz Road between Monte Vista and Aliso Hills Drive will have to be covered or bagged by the permittee during permit parking hours.

Other options to be considered by the Traffic Commission could include: (1) no action; (2) establishing parking time limits, i.e. 2 hours, 4 hours, etc.; (3) allowing parking for limited hours between 7:00 A.M. and 7:00 P.M.; or (4) extending allowed parking. Though these options are open for consideration, an as-needed permit parking system as listed above would be the most consistent with the overall City Parking Regulations.

FISCAL IMPACT:

In order to implement a temporary permit parking program, a few hours of staff time will be required for administering and processing of the parking permits.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE IMPLEMENTATION OF A TEMPORARY PERMIT PARKING PROGRAM ALONG THE SOUTH SIDE OF LA PAZ ROAD BETWEEN MONTE VISTA AND ALISO HILLS DRIVE.

ATTACHMENTS:

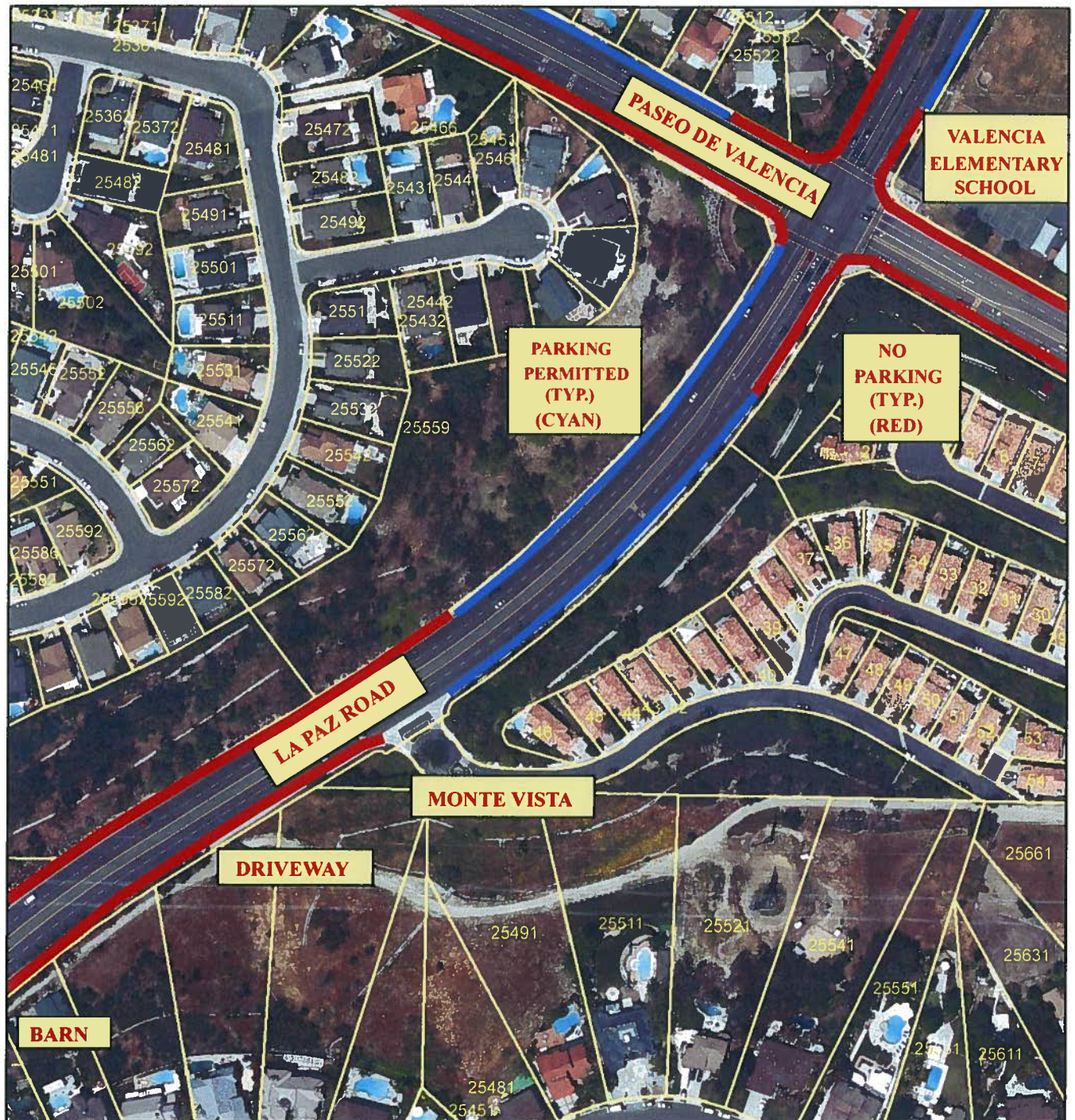
- Exhibit A - Vicinity Map
- Exhibit B - Resolution No. 2009-10-13-2
- Exhibit C - Photos

EXHIBIT A



City of Laguna Hills

VICINITY MAP



200 0 200 Feet

Date Created: 5/9/2012

EXHIBIT B

RESOLUTION NO. 2009-10-13-2

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, ESTABLISHING PARKING
REGULATIONS ALONG VARIOUS ARTERIAL HIGHWAYS.

The City Council of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, parking regulations along arterial highways promote the orderly and safe movement of vehicles, bicyclists, and pedestrians on these roadways; and

WHEREAS, consistent parking regulations promote traffic safety; and

WHEREAS, the community standard is to limit vehicular parking on arterial highways in favor of enhanced traffic flow where parking is not otherwise in need; and

WHEREAS, the Traffic Commission, at the meeting of September 16, 2009, recommended the adoption of a Resolution establishing consistent parking regulations along the arterial highways; and

WHEREAS, pursuant to California Vehicle Code Section 22507, the parking of any type of vehicle on certain streets or highways may be prohibited or restricted by a general law city, during all or certain hours of a day, where signs or markings giving adequate notice of such regulations have been placed.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. There are hereby established designated "No Parking Anytime" Zones at the following locations.

- A. Oso Parkway from west City limit to Cabot Road.
- B. La Paz Road from Moulton Parkway to Paseo De Valencia. (except on the south side from 260' west to 560' west of Paseo De Valencia, and on the north side from 150' west to 650' west of Paseo De Valencia.

SECTION 2. There are hereby established designated "No Stopping Anytime" Zones at the following locations.

- A. El Toro Road from east to west City limits.

- B. La Paz Road from Paseo De Valencia to east City limit (except on south side from 150' east to 750' east of Paseo De Valencia (adjacent to Valencia elementary School)).
- C. Paseo De Valencia from La Paz Road to Cabot Road (except as allowed per Resolution No. 98-11-24-2).
- D. Moulton Parkway north of Glenwood Drive at the City limit to south City limit.
- E. Westbound Alicia Parkway from 310' to 430' west of Hon Avenue in the right turn lane.
- F. Westbound Alicia Parkway from 310' to 450' west of Paseo De Valencia in the right turn lane.
- G. Westbound Alicia Parkway from 1760' to 2030' west of Via Lomas in the right turn lane.
- H. Eastbound Alicia Parkway from 810' to 960' east of Ramona Street in the right turn lane.
- I. Eastbound Alicia Parkway from 175' to 360' east of Moulton Parkway in the merging lane.
- J. Eastbound Alicia Parkway from Bentley Lane to east City limit.
- K. Southbound Paseo De Valencia from 1060' to 1210' south of Avenida De La Carlota in the right turn lane.
- L. Southbound Paseo De Valencia from 830' to 960' south of El Toro Road in the right turn lane.
- M. Southbound Paseo De Valencia from 1725' to 1815' south of Calle De La Plata in the right turn lane.
- N. Southbound Paseo De Valencia from 1350' to 1450' south of Avenida Sevilla/Health Center Drive in the right turn lane.
- O. Southbound Paseo De Valencia from 740' to 950' south of Hawk Highway in the right turn lane.
- P. Southbound Paseo De Valencia from 1600' to 1780' south of Alisal Avenue in the right turn lane.
- Q. Northbound Paseo De Valencia from 1445' to 1560' north of Hillary Lane in the right turn lane.

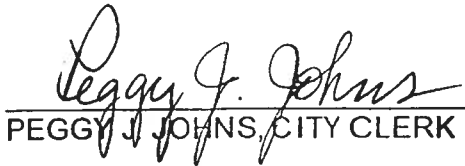
- R. Northbound Paseo De Valencia from 875' to 1200' north of Kennington Drive in the right turn lane.
- S. Northbound Paseo De Valencia from 630' north of Calle De La Plata to El Toro Road in two right turn lanes.
- T. Los Alisos Boulevard from Avenida De La Carlota to east City limit.
- U. Westbound Oso Parkway from Cabot Road to 350' west in the merging lane.
- V. Westbound Oso Parkway from 475' to 640' west of West Haven Drive in the right turn lane.
- W. Eastbound Oso Parkway from 2475' to 2570' east of Bridlewood Drive in the right turn lane.

SECTION 3. The City Engineer shall cause signs or markings to be placed giving notice of parking prohibitions as necessary to implement the parking regulations established herein.

PASSED, APPROVED, AND ADOPTED this 13th day of October 2009.


JOEL LAUTENSCHLEGER, MAYOR

ATTEST:


PEGGY J. JOHNS, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Peggy J. Johns, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2009-10-13-2 adopted by the City Council of the City of Laguna Hills, California, at
a Regular Meeting thereof held on the 13th day of October 2009, by the following vote:

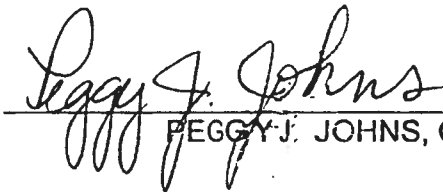
AYES: Council Members Carruth, Scott, Songstad, Mayor Pro
Tempore Bressette, and Mayor Lautenschleger

NOES: None

ABSENT: None

ABSTAIN: None

(SEAL)



PEGGY J. JOHNS, CITY CLERK



OCT 13 2009 ITEM 4.7

EXHIBIT C



Westbound La Paz Road
at Paseo De Valencia –
Parking allowed.



Westbound La Paz Road
west of Paseo De
Valencia –Parking
prohibition limit approx.
130' east of Monte
Vista.



Eastbound La Paz Road
at Monte Vista – Parking
allowed.



Eastbound La Paz Road
just west of Paseo De
Valencia – Parking
prohibition limit approx.
250' west of Paseo De
Valencia.

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

ISSUE: SIGHT DISTANCE ANALYSIS AT APPIAN AND BRIDLEWOOD DRIVE

SUMMARY:

City staff received a request from a resident of the community to evaluate sight distance at the intersection of Appian and Bridlewood Drive. Upon review, it was determined that the sight distance at this intersection can only be maintained if vehicles are prevented from parking on the east side of Bridlewood Drive from Appian to Laurel Crest Drive. It is recommended that a No Parking Anytime Zone be established on the east side of Bridlewood Drive from Appian to Laurel Crest Drive.

BACKGROUND:

Appian is a private street owned by the Bella Vista Community Association. It intersects with Bridlewood Drive, which is a two lane north-south curvilinear collector roadway in the southern portion of the City. Recently, staff received a request from a concerned resident of the Bella Vista Community Association to evaluate the sight distance at the intersection of Appian and Bridlewood Drive. The concern expressed was that while exiting onto Bridlewood Drive from Appian, there is inadequate visibility of northbound vehicles on Bridlewood Drive, particularly where there are parked vehicles on the east side of Bridlewood Drive south of Appian.

Upon receiving the complaint, staff performed a sight distance analysis. The field observations confirmed adequate stopping sight distance of 200 feet based on a speed limit of 30 miles per hour on Bridlewood Drive. However, it was also observed that on-street parking is allowed and parked vehicles on the east side of Bridlewood Drive, between Appian and Laurel Crest Drive, would block adequate sight distance. Therefore, in order to maintain proper sight distance, it is recommended that parking be restricted along the east side of Bridlewood Drive between Appian and Laurel Crest Drive. Please see the attached vicinity map and site photographs.

RECOMMENDATION: THAT THE TRAFFIC COMMISSION RECOMMEND TO THE CITY COUNCIL THE CREATION OF A NO PARKING ANYTIME ZONE ALONG THE EAST SIDE OF BRIDLEWOOD DRIVE FROM APPIAN TO LAUREL CREST DRIVE.

ATTACHMENTS:

- Vicinity Map
- Photos



City of Laguna Hills

VICINITY MAP

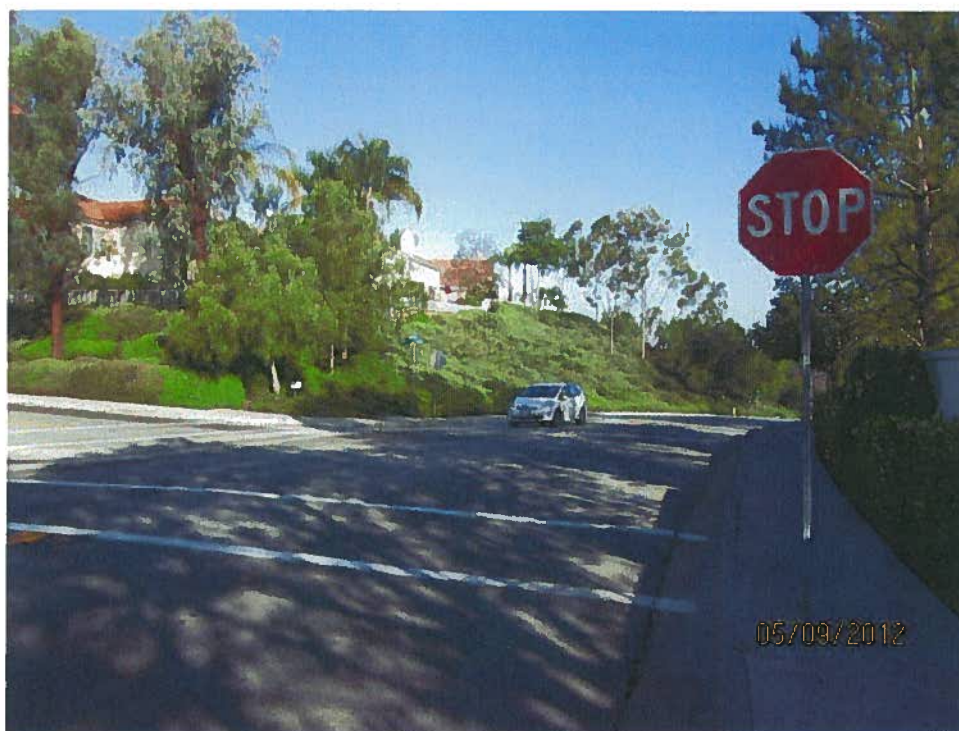


60 0 60 Feet

Date Created: 5/4/2012



On Appian looking south
on Bridlewood Drive.



On Northbound
Bridlewood at Laurel
Crest Drive.

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

**ISSUE: SANTA VITTORIA DRIVE MEDIAN MODIFICATION ANALYSIS AT
CAMINITO VINO/CAMINITO PIEDRA**

SUMMARY:

City staff received a request from a resident of the community to evaluate opening up the existing raised median island on Santa Vittoria Drive south of Ridge Route Drive to allow left turns into Caminito Piedra. The City's Traffic Engineering Consultant performed an analysis and determined that although it is feasible to open up the median island, a left-turn restriction from Caminito Vino onto northbound Santa Vittoria Drive and a through restriction onto Caminito Piedra would need to be created due to newly created movements with sight distance constraints. It is reasonable to anticipate that the proposed traffic control restrictions will not prevent motorists from making the left turn and through movements, which may contribute to traffic collisions. It is therefore recommended that the Traffic Commission receive and file this report.

BACKGROUND:

Santa Vittoria Drive is a two-lane north-south curvilinear collector roadway with a multi-family residential development on either side of the road. Recently, staff received a request from Mr. Mark Curtis, a resident of 23465 Caminito Valle, to evaluate opening up the raised median island along Santa Vittoria Drive south of Ridge Route Drive to enhance access, please see the attached Vicinity Map.

Mr. Curtis mentioned that vehicles travelling southbound on Santa Vittoria Drive are unable to turn left into Caminito Piedra because of the raised median island and hence the vehicles pass the island and make a u-turn to access Caminito Piedra. In order to evaluate the condition, the City's Consulting Traffic Engineers of Hartzog & Crabill, Inc., were retained to perform a sight distance evaluation for on-coming traffic from both approaches, namely Caminito Vino and Caminito Piedra. The field conditions confirmed adequate stopping sight distance of 250 feet for all oncoming traffic except at Caminito Vino looking south at approaching northbound traffic on Santa Vittoria Drive.

In addition to the sight distance evaluation, a traffic operation analysis was also performed due to the proximity of the proposed median opening to the intersection of

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

Santa Vittoria Drive and Ridge Route Drive. The PM peak-hour turning movement counts were entered into a program and evaluated with the proposed stop-controlled left-turn movements coming out of Caminito Vino and Caminito Piedra. The analysis results revealed the level-of-service at both intersections are expected to operate at acceptable conditions. Please see the attached Hartzog & Crabill, Inc. report.

The results of the evaluation also show that the median modification is feasible as long as a left turn and through movement restrictions at the Caminito Vino driveway are implemented. This is due to the limited sight distance when looking south from Caminito Vino toward northbound traffic on Santa Vittoria Drive. However, by opening up the median, it is anticipated that vehicles exiting Caminito Vino will not abide by a left turn and through movement restrictions and will turn onto northbound Santa Vittoria Drive or proceed straight into Caminito Piedra, causing the potential for a collision. Hence, it is in the best interest of public safety to keep the median island as-is, and perform no modifications at this time.

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

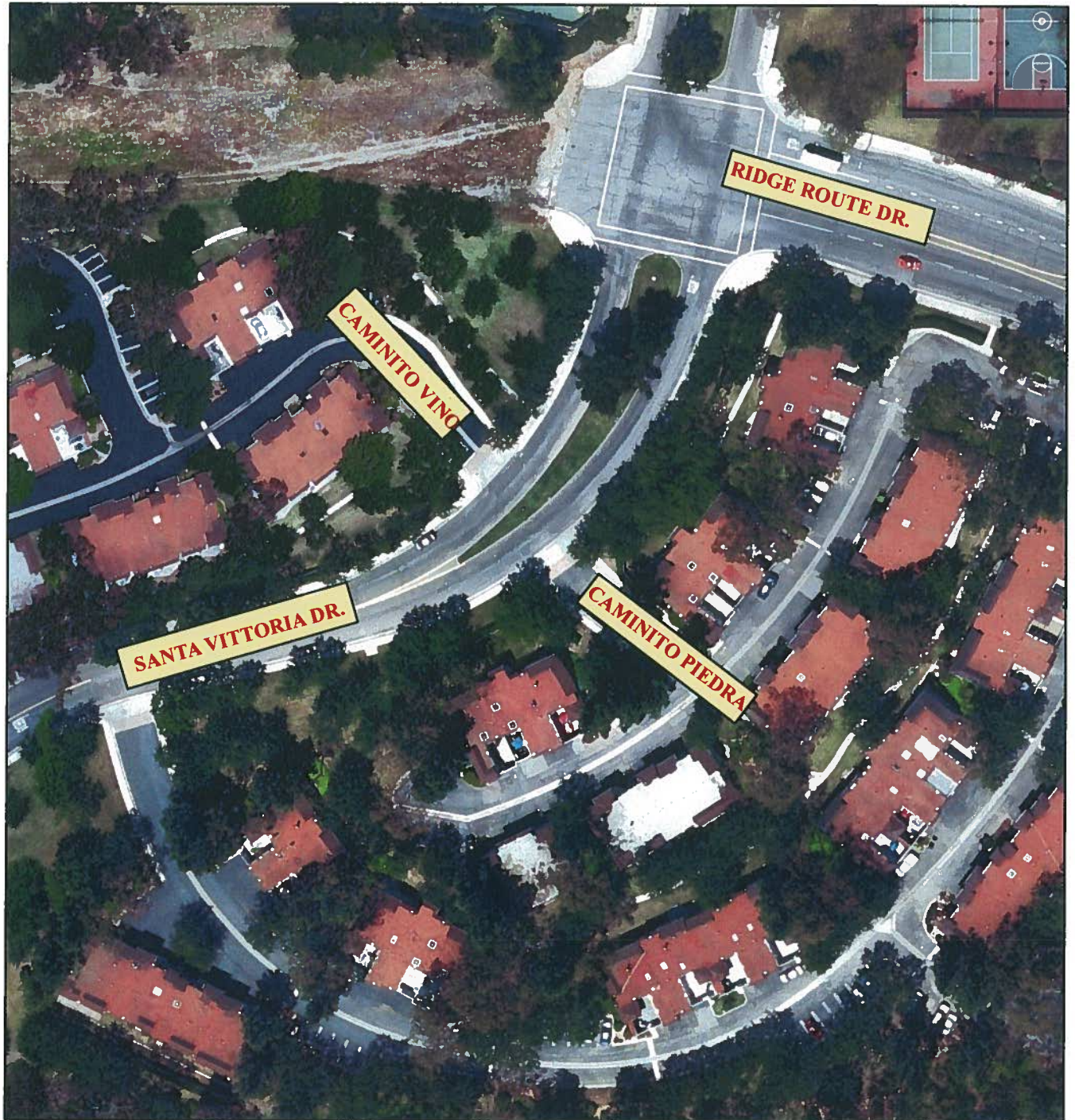
ATTACHMENTS:

- Vicinity Map
- Hartzog and Crabill, Inc. report, March 23, 2012



City of Laguna Hills

VICINITY MAP



100 0 100 Feet

Date Created: 4/23/2012

5/16/2012 ITEM NO. 6.3



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

275 Centennial Way
Suite 208
Tustin, CA 92780

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

www.hartzog-crabill.com

March 23, 2012

Mr. Kenneth H. Rosenfield, P.E.
Director of Public Services
City of Laguna Hills
24045 El Toro Road
Laguna Hills, CA 92653

**Subject: Recommendation Letter – Median Modification Analysis at
Santa Vittoria Drive and Caminito Vino/Caminito Piedra**

Dear Mr. Rosenfield:

Pursuant to your request, Hartzog & Crabill, Inc. (HCI) has completed our field review, analysis and recommendations regarding our evaluation for possibly opening up the existing raised center median on Santa Vittoria Drive to allow left-turns to and from Caminito Vino/Caminito Piedra. The results of our evaluation show that this median modification is feasible.

As part of our evaluation, HCI staff field-reviewed the subject location on Wednesday, January 4, 2012 to measure actual sight distance for on-coming traffic from each uncontrolled approach. More specifically, our staff measured the minimum stopping sight distance of 250 feet recommended for the 35 MPH design speed on Santa Vittoria (5 MPH above the posted speed limit of 30 MPH) as listed in the State of California Manual on Uniform Traffic Control Devices (California MUTCD) attachment.

This stopping sight distance was field-measured from a typical side-street stopped vehicle location on Caminito Vino/Caminito Piedra looking towards on-coming traffic from both north and southbound approaches. An orange cone was set on the lane line at this distance from the stopped vehicle location. A photograph was then taken from this stopped vehicle driveway location looking both ways (*see Exhibit A attached to this report for sight distance photos*).

Table 1 below summarizes our recommendations based on the visibility of the cone.

Table 1

Intersection	Direction	Posted Speed Limit (mph)	California MUTCD Stopping Sight Distance for Posted Speed (feet)	Design Speed (mph)	California MUTCD Stopping Sight Distance for Design Speed (feet)	Stopping Sight Distance Satisfied (Y or N)	Comments
Santa Vittoria Drive and Caminito Vino / Caminito Piedra	East	30	200	35	250	Y	
	West	30	200	35	250	N	Southbound line of sight from Caminito Vino is obstructed by vegetation and horizontal roadway curvature. Actual sight distance measured at 150 feet when looking south for on-coming northbound traffic.

Findings:

Sight Distance

Our field observations showed sight distance as being adequate for looking at all oncoming traffic, with exception to Caminito Vino looking south at approaching northbound traffic on Santa Vittoria Drive. The horizontal roadway curvature and vegetation blocks the minimum distance only allowing approximately 150 feet of actual sight distance.

Operational

As the median opening being considered is close in proximity to the intersection of Santa Vittoria Drive and Ridge Route Drive, HCI also evaluated the traffic operations if left-turn movements were allowed from/to Caminito Vino and Caminito Piedra during the highest peak hour, which occurred in the afternoon.

More specifically, the PM peak-hour turning movement counts were entered into the Synchro 7 Traffic Signal Software program (*Synchro*) for the two adjacent intersections on Santa Vittoria Drive at Caminito Vino/Caminito Piedra and at Ridge Route Drive. In addition to traffic signals, the Synchro program is able to analyze the traffic operations for stop controlled intersections such as these, and is a widely-accepted, faithful implementation of the 2000 Highway Capacity Manual (*HCM 2000*) procedures. The proposed stop-controlled left-turn movements coming out of the Caminito Vino/Caminito Piedra driveways and uncontrolled left-turn movements from Santa Vittoria Drive into the Caminito Vino/Caminito Piedra driveways were then evaluated using Synchro.

The analysis results found that the level-of-service (LOS) at both subject intersections are expected to operate at acceptable conditions during the PM peak period if the median is opened and left-turns allowed (***LOS A or B as shown on the attached Synchro reports in Exhibit B***). As traffic is expected to operate at a good LOS, HCI prepared a Concept Plan for the median modification (***Exhibit C***).

Mr. Kenneth H. Rosenfield
March 23, 2012
Page 3

Recommendation:

The results of this evaluation showed that the median modification is feasible. If the City desires to move forward, our recommendation is to remove/modify the existing raised center median and install a two-way left turn lane as shown in the **Concept Plan in Exhibit C**. Due to the limited sight distance when looking south from Caminito Vino, our recommendation includes restricting left-turn and through movements out of the Caminito Vino driveway.

The cost to complete construction of the conceptual median modification is estimated at **\$35,000.00**, which includes tree removal (if necessary), cap existing irrigation, portion of median island removal, replace back with asphalt concrete construction (assumed at 8" depth), and signing & striping.

We look forward to your acceptance of our recommendation and to any additional services the City of Laguna Hills may request. If you have any questions or need more information please call me at (714) 731-9455. Thank you again for the opportunity to serve your community.

Sincerely,
HARTZOG & CRABILL, INC.



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

Attachments: Stopping Sight Distance as a Function of Speed Table (California MUTCD)
Exhibit A - Sight Distance Photo Exhibits
Exhibit B - Synchro Reports
Exhibit C - Concept Plan

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

Road Type	Distance Between Signs*		
	A	B	C
Urban (low speed) - 25 mph or less	100 feet	100 feet	100 feet
Urban (high speed) - more than 25 mph to 40 mph	250 feet	250 feet	250 feet
Urban (high speed) - more than 40 mph	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,840 feet

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

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

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

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

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

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

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

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

Note: Use Table 6C-4 to calculate L

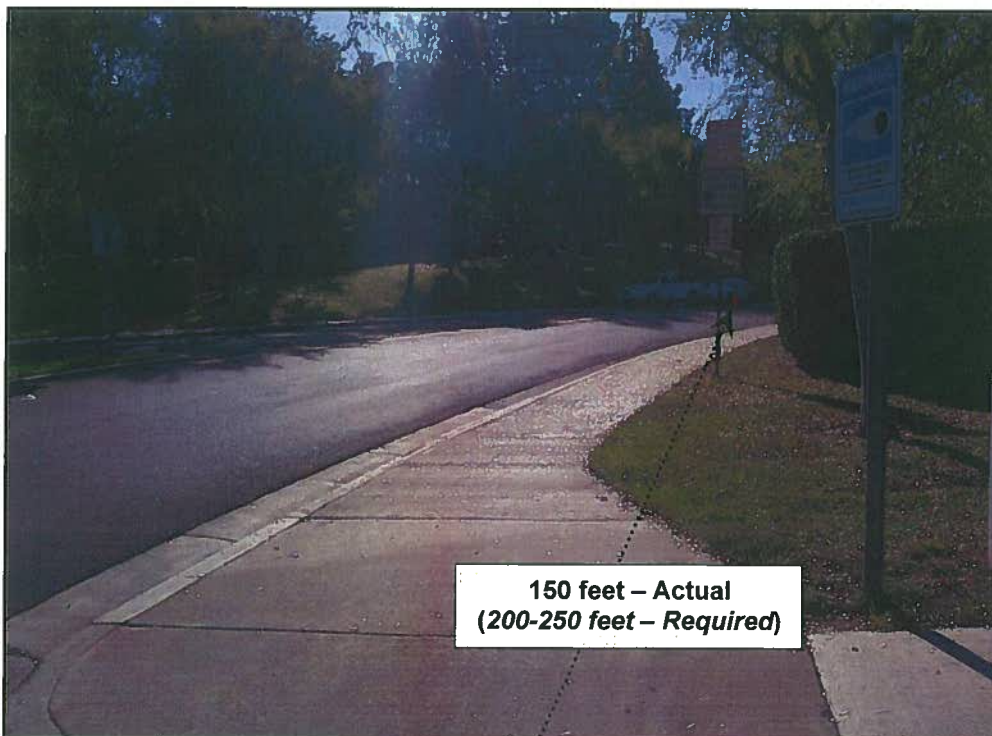
EXHIBIT A

SIGHT DISTANCE PHOTOS

**STOPPING SIGHT DISTANCE
(JANUARY 4, 2012)**

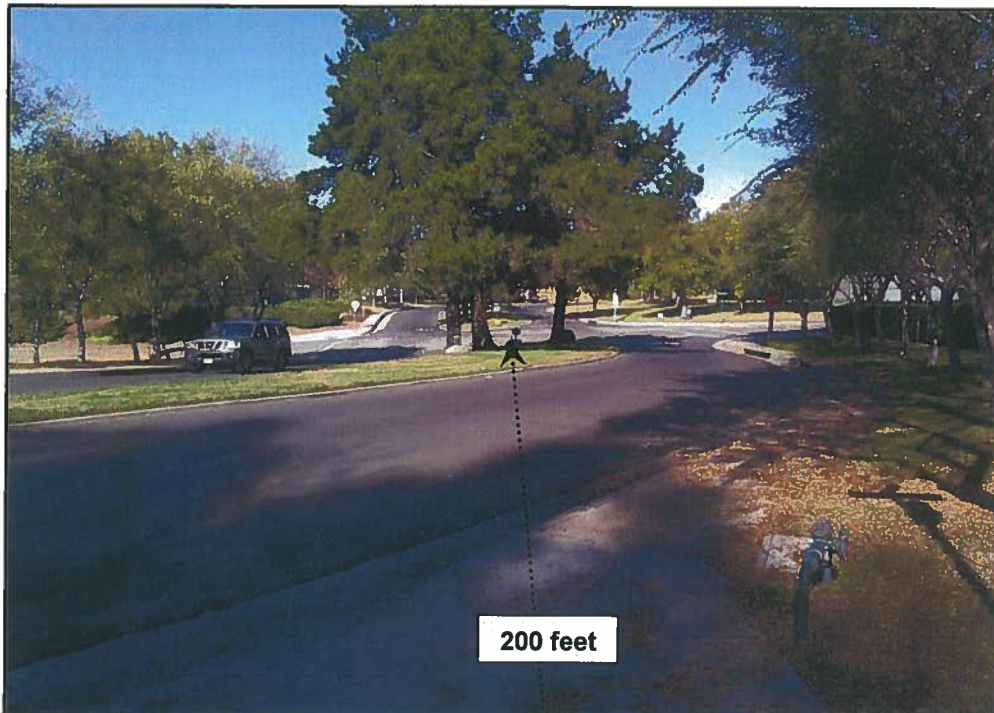


CAMINITO VINO (LOOKING NORTH) @ SANTA VITTORIA DRIVE (POSTED SPEED OF 30 MPH)



CAMINITO VINO (LOOKING SOUTH) @ SANTA VITTORIA DRIVE (POSTED SPEED OF 30 MPH)

**STOPPING SIGHT DISTANCE
(JANUARY 4, 2012)**



CAMINITO PIEDRA (LOOKING NORTH) @ SANTA VITTORIA DRIVE (POSTED SPEED OF 30 MPH)



CAMINITO PIEDRA (LOOKING SOUTH) @ SANTA VITTORIA DRIVE (DESIGN SPEED OF 35 MPH)

EXHIBIT B

SYNCHRO REPORTS

HCM Unsignalized Intersection Capacity Analysis
Intersection of Santa Vittoria Dr at Caminito Vino/Piedra

3/1/12

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	0	3	0	0	9	5	123	9	12	198	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	3	0	0	10	5	134	10	13	215	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	405	405	224	394	409	139	234			143		
vC1, stage 1 conf vol	251	251		149	149							
vC2, stage 2 conf vol	154	154		245	260							
vCu, unblocked vol	405	405	224	394	409	139	234			143		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	99	100			99		
cM capacity (veh/h)	683	639	815	690	635	910	1334			1439		
Direction, Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	9	10	5	143	13	234						
Volume Left	5	0	5	0	13	0						
Volume Right	3	10	0	10	0	18						
cSH	727	910	1334	1700	1439	1700						
Volume to Capacity	0.01	0.01	0.00	0.08	0.01	0.14						
Queue Length 95th (ft)	1	1	0	0	1	0						
Control Delay (s)	10.0	9.0	7.7	0.0	7.5	0.0						
Lane LOS	B	A	A		A							
Approach Delay (s)	10.0	9.0	0.3		0.4							
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			23.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Baseline

Synchro 7 - Report
Page 1

5/16/2012 ITEM NO. 6.3

HCM Unsignalized Intersection Capacity Analysis Intersection of Santa Vittoria Dr at Ridge Route Dr

3/1/12

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	55	75	79	58	59	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	82	86	63	64	187
Direction, Lane #	WB 1	WB 2	NB 1	SB 1		
Volume Total (vph)	60	82	149	251		
Volume Left (vph)	60	0	0	64		
Volume Right (vph)	0	82	63	0		
Hadj (s)	0.53	-0.67	-0.22	0.09		
Departure Headway (s)	6.0	4.7	4.3	4.5		
Degree Utilization, x	0.10	0.11	0.18	0.32		
Capacity (veh/h)	565	704	793	766		
Control Delay (s)	8.4	7.1	8.3	9.6		
Approach Delay (s)	7.7		8.3	9.6		
Approach LOS	A		A	A		
Intersection Summary						
Delay			8.7			
HCM Level of Service			A			
Intersection Capacity Utilization			33.3%	ICU Level of Service	A	
Analysis Period (min)			15			

EXHIBIT C

CONCEPT PLAN



INSTALL
SIGNS & POST

RIDGE ROUTE DRIVE

STOP

CAMINITO
VINO

TYPE IV(Rt) ARROW



INSTALL SIGN
ON EX. POST

50'

DETAIL 32
(TWO WAY LEFT TURN)

EX. R1-1 & POST

12" WHITE LIMIT LINE &
"STOP" PAVEMENT LEGEND

JOIN

10'
MIN.

CAMINITO
PIEDRA

SANTA VITTORIA DRIVE

CONCEPT PLAN

SANTA VITTORIA DRIVE

CITY OF LAGUNA HILLS



CITY OF LAGUNA HILLS



MEMORANDUM

DATE: May 16, 2012

TO: Traffic Commissioners

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

SUBJECT: Informational Item – Radar Speed Trailer

Over the past few years, the City has received fewer requests to install the radar speed trailer on local streets. Currently, the radar trailer is installed three days a week from 7:30 a.m. to 3:30 p.m. Given the reduced requests, staff will be reducing the placement of the radar trailer from a weekly to a bi-weekly basis. The radar trailer, however, will continue to be available and will be placed at any additional locations on an as needed basis.

CITY OF LAGUNA HILLS

June 2012

RADAR TRAILER SCHEDULE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 Bridlewood S/O Laurel Crest 25 MPH	6 Glen Canyon W/O Nellie Gail 25 MPH	7 Mustang N/O Nellie Gail 25 MPH	8	9
10	11	12 Nellie Gail S/O Rockinghorse 25 MPH	13 Laguna Hills Dr E/O Indian Hills 45 MPH	14 Rapid Falls W/O Sundowner 25 MPH	15	16
17	18	19 Woodbluff E/O Green Hills 25 MPH	20 Mustang W/O Appaloosa 25 MPH	21 Lost Colt E/O Beargrass 25 MPH	22	23
24	25	26 Woodbluff W/O Middleridge 25 MPH	27 Ashland W/B Mid-Block 35 MPH	28 San Vittoria N/O Ridge Route 30 MPH	29	30

Rainy Days Excluded

Radar Trailer Calendar 2012
5/10/2012

CITY OF LAGUNA HILLS

July 2012

RADAR TRAILER SCHEDULE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
	Laguna Hills W/O Indian Hills 45 MPH	HOLIDAY	Santa Vittoria S/O San Remo 30 MPH			
8	9	10	11	12	13	14
	Clarrington Mid-Block 25 MPH	Nellie Gail W/O Empty Saddle 25 MPH	Mustang W/O Nellie Gail 25 MPH			
15	16	17	18	19	20	21
	Nellie Gail S/O Rockinghorse 25 MPH	Bridlewood S/O Laurel Crest 25 MPH	Buckboard W/O Nellie Gail 25 MPH			
22	23	24	25	26	27	28
	Lost Colt E/O Beargrass 25 MPH	Rapid Falls W/O Sundowner 25 MPH	Mustang W/O Nellie Gail 25 MPH			
29	30	31				
	Laguna Hills Dr N/O P D Valencia 45 MPH					

Rainy Days Excluded

Radar Trailer Calendar 2012
5/10/2012