



Placentia Traffic Safety Commission

401 E. Chapman Avenue
Placentia, CA 92870

7:00 P.M. COMMUNITY MEETING ROOM

AGENDA

MEETING DATE: May 17, 2010

7:00 P.M.: REGULAR MEETING

PLEDGE OF ALLEGIANCE:

ROLL CALL: BRUSCHKE, CHADHA, FAIA, GORMAN, HERNANDEZ, LABRECHE, STAFFORD

PUBLIC COMMENTS: At this time the public is invited to address the Traffic Safety Commission concerning any items on the agenda, which are not public hearings.

APPROVAL OF MINUTES: March 15, 2010

REPORTS:

- I. **TRAFFIC CONTROL:** Intersection Traffic Safety (Receive and File)
TSC NO. 10-05 Yorba Linda Boulevard and Brookhaven Avenue
- II. **TRAFFIC CONTROL:** Crosswalk Enhancements
TSC NO. 10-06 Yorba Linda Boulevard and Kilt Avenue

INFORMATION/COMMUNICATIONS:

- 1. **CURRENT SERVICE REQUEST LIST**
Update of citizen requests for consideration of traffic safety items.
- 2. **POLICE DEPARTMENT TRAFFIC SUMMARY**
Statistical update on accident and enforcement information provided by the Placentia Police Department.
- 3. **DISCUSSION ITEMS BY TRAFFIC ENGINEER**

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4. RESPONSE TO PRIOR MEETING ITEMS
Update of items discussed at prior meetings.

NON AGENDA ITEMS:

ADJOURNMENT:

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Office at 714/ 993-8131 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

*****CERTIFICATION OF POSTING AGENDA*****

I, Ruth Smith, Traffic Engineer/Secretary to the Traffic Safety Commission for the City of Placentia, hereby certify that the Agenda for the meeting of May 17, 2010 of the Traffic Safety Commission of the City of Placentia was posted on May 13, 2010.

Ruth M. Smith

Ruth Smith
Traffic Engineer

MINUTES

PLACENTIA TRAFFIC SAFETY COMMISSION

March 15, 2010

MEETING CALLED TO ORDER: 7:00 P.M.

PLEDGE OF ALLEGIANCE: Led by Commissioner Hernandez

ROLL CALL: Members Present: Brusckke, Chadha, Faia,
Gorman, Hernandez, Labreche, Stafford

STAFF PRESENT: Jonathan Wu, Associate Engineer
Ruth Smith, Traffic Engineer
Lieutenant Richard Pascarella
Maria Elena Maurer, Administrative Assistant

ABSENT: none

PUBLIC COMMENT:

Commissioner Labreche spoke about the "No Stopping Buses Exempt" sign at Central Avenue in front of Tynes Elementary. He stated the sign was supposed to have only been temporary and requested that it be removed. Mr. Wu responded he would look into the request.

APPROVAL OF MINUTES:

MOTION BY COMMISSIONER LABRECHE TO APPROVE THE MINUTES OF NOVEMBER 16, 2009 SUBJECT TO THE CORRECTION OF 'INLAWS' ON PAGE 1, PARAGRAPH 2, LINE 2; SECOND BY COMMISSIONER BRUSCHKE AND CARRIED BY A MAJORITY VOICE VOTE OF THE MEMBERS PRESENT 7-0.

STAFF ACTIVITIES:

Mr. Wu introduced Ms. Smith as the City's new Traffic Engineer. The Commission welcomed Ms. Smith.

REPORTS:

- I. **TRAFFIC CONTROL: TSC NO. 10-01**
Residential permit parking rescission on Orchid Drive

Ms. Smith gave the staff report.

Commissioner Hernandez asked if the residents are aware of City processes, should they decide to request permit parking again. Ms. Smith responded yes, the residents are aware.

MOTION BY COMMISSIONER FAIA, SECOND BY COMMISSIONER HERNANDEZ TO APPROVE STAFF'S RECOMMENDATION FOR RESIDENTIAL PERMIT PARKING RECISSION ON ORCHID DRIVE. PASSED 7-0.

**II. TRAFFIC CONTROL: TSC NO. 10-02
Residential permit parking rescission on Moss Circle**

Ms. Smith gave the staff report.

MOTION BY COMMISSIONER BRUSCHKE, SECOND BY COMMISSIONER LABRECHE TO APPROVE STAFF'S RECOMMENDATION FOR RESIDENTIAL PERMIT PARKING RECISSION ON MOSS CIRCLE. PASSED 7-0.

**III. TRAFFIC CONTROL: TSC NO. 10-03
Parking restriction on Santa Fe Avenue**

Ms. Smith gave the staff report.

MOTION BY COMMISSIONER HERNANDEZ, SECOND BY COMMISSIONER FAIA TO APPROVE STAFF'S RECOMMENDATION FOR A PARKING RESTRICTION ON SANTA FE AVENUE. PASSED 7-0.

**IV. TRAFFIC CONTROL: TSC NO. 10-04
Stop signs on Richfield Road at Miraloma Avenue**

Ms. Smith gave the staff report.

Commissioner Labreche asked about the installation of traffic signals at the intersection. Mr. Wu responded that it is a priority to include this intersection with the fiscal year 2010-2011 Capital Improvement Projects.

Commissioner Hernandez commented that on eastbound Miraloma Avenue, the limit line sits far back and asked for the reasoning behind this. Ms. Smith responded that the stop bars are at the 'back of crosswalk', which is ten (10) feet back from the middle of the corner.

A motion to approve staff's recommendation was made by Commissioner Labreche with the condition that traffic signals replace the stop signs when funds are available.

**MOTION BY COMMISSIONER LABRECHE, SECOND BY COMMISSIONER STAFFORD TO APPROVE STAFF'S RECOMMENDATION FOR STOP SIGNS AT RICHFIELD ROAD AND MIRALOMA AVENUE WITH THE CONDITION THAT TRAFFIC SIGNALS ARE INSTALLED WHEN FUNDS ARE AVAILABLE.
PASSED 7-0.**

INFORMATION/COMMUNICATIONS:

1. CURRENT SERVICE REQUEST LIST

Ms. Smith stated there were no service requests ready for discussion.

2. POLICE DEPARTMENT TRAFFIC SUMMARY

Data was presented by Lieutenant Pascarella.

December 2009 highlights include a reduction in Total Accidents of 10% and over a 2 year period, a total reduction of 23%. In the Personal Injury category there was a 23% reduction and Injured Motorists saw a 24% reduction. Hit-and-Run Accidents are down 11% and Placentia's numbers are the best in the county per Lt. Pascarella. DUI Accidents was reduced by 55% with less than 20 in 2009 thanks to the DUI checkpoints.

Commissioner Labreche asked what percentages of impounded vehicles are claimed after 30 days. Lt. Pascarella responded that roughly 50-55% of the registered owners pay the impound fees and re-claim their vehicles. He added that attendance at auctions has gone from 6 people at the first auction, to over 70 people more recently. Commissioner Labreche asked if the auction price includes the impound fee. Lt. Pascarella responded no, it doesn't. The City does not pursue the impound fees if the vehicle is purchased at auction because it is not cost effective for the City.

February 2010 highlights include a 25% reduction in Total Accidents, and a 36% reduction in Property Damage. Hit-and-Run Accidents are down by 25%, and DUI Arrests are up 94% for the first 2 months of 2010. He commented on new software which was obtained by OTS grants called 'Crossroads'. Because of its capabilities, this software will aid the Traffic Engineer with data reports when information is required.

3. DISCUSSION ITEMS BY TRAFFIC ENGINEER

Ms. Smith proposed holding a special meeting of the Traffic Safety Commission on April 19th regarding an excavation moratorium.

4. RESPONSE TO PRIOR MEETING ITEMS

Mr. Wu commented that the parking restriction on La Jolla Street in front of Valadez Middle School Academy was removed per the direction of the commission.

NON AGENDA ITEMS:

Chairman Gorman asked about the status of the construction at Rose Drive and Alta Vista. Mr. Wu responded that the intersection is part of the City's Pedestrian Accessibility Project which is out for bid and scheduled to close March 30th. Commissioner Labreche asked if the utility poles at the site were going to be moved. Mr. Wu responded that Southern California Edison is designing a plan to move the poles approximately 15 feet west.

ADJOURNMENT: 7:40 p.m.

MOTION TO ADJOURN BY COMMISSIONER FAIA, SECOND BY COMMISSIONER LABRECHE, CARRIED BY A UNANIMOUS VOICE VOTE OF THE MEMBERS PRESENT 7-0, TO ADJOURN TO A SPECIAL REGULAR MEETING ON APRIL 19, 2010.



RUTH SMITH, T.E., Traffic Engineer
Secretary to the Traffic Safety Commission

/ss

TRAFFIC SAFETY COMMISSION REPORT

INTERSECTION TRAFFIC SAFETY

YORBA LINDA BOULEVARD AND BROOKHAVEN AVENUE

TSC NO.: 10-05

MEETING DATE: May 17, 2010

REQUEST:

Receive and file.

DISCUSSION:

The residents of the house on the northwest corner of Yorba Linda Boulevard and Brookhaven Avenue expressed concern about traffic collisions at the intersection, following a collision that resulted in a vehicle going through the block wall behind their house and crashing into their living room. They reported that there had been many collisions at the intersection and requested that the City do something to make the intersection safer.

The intersection is a "T"-type, with Brookhaven Avenue, a residential street, forming the north leg. Yorba Linda Boulevard is a four-lane arterial street with an average daily traffic volume of 24,400 vehicles. The speed limit is 40 miles per hour. Existing traffic control devices include a stop sign for southbound traffic. An eastbound left turn lane is also provided on Yorba Linda Boulevard for access to Brookhaven Avenue. This section of Yorba Linda Boulevard is curved, such that it provides a good view of on-coming traffic for motorists on Brookhaven Avenue and those making a left turn from Yorba Linda Boulevard. The intersection is located one block east of Palm Drive and two blocks east of Kraemer Boulevard, both of which are signalized intersections.

Traffic collision records for the intersection for the past 10 years, from January 1, 2000 to December 31, 2009, were provided by the Police Department. We reviewed the collision reports, particularly noting the types, causes and locations

of the collisions. Table 1 (attached) summarizes the 16 reported traffic collisions at or near the intersection.

The first collision listed on Table 1 is the one involving the house on the northwest corner. In that case, a motorist making a U-Turn from the eastbound left turn lane on Yorba Linda Boulevard failed to yield to a westbound motorist. The westbound motorist swerved to avoid hitting the U-Turning vehicle, lost control, and struck the block wall and house. Since the U-Turning vehicle fled the scene, it is unknown why the motorist failed to yield to the on-coming traffic. This collision was the only one involving a U-Turn.

The number of collisions for each year is listed below. Two years had no collisions, three years had one collision, three years had two collisions, and two years had three collisions, for an average of 1.6 collisions per year.

2009:	1
2008:	2
2007:	2
2006:	2
2005:	0
2004:	3
2003:	3
2002:	0
2001:	1
2000:	1

There were four different types of collisions, with the number of each noted below:

Hit Object:	3
Rear End:	4
Sideswipe:	5
Broadside:	4

The three Hit Object collisions were caused by a failure to yield, a distracted driver and a driver under the influence. Three of the four Rear End collisions

were caused by unsafe speed and the fourth was caused by an unsafe turn. Two of the Sideswipe collisions were caused by a failure to yield and three were caused by an unsafe lane change. All four of the Broadside (right-angle, T-bone) collisions were caused by a failure to yield.

One interesting pattern was noted: The ages of those determined to have caused the collisions. Except for the unknown drivers in the two hit and run collisions, all were either younger than 25 (71%) or older than 55 years old (29%). To further break it down, 36% were teenage drivers. It would appear that the inexperience of the younger drivers and the slower reaction times of the older drivers led to poor judgment.

In examining the collisions, there is no clear pattern that would lead to a particular action to reduce the collisions. A traffic signal was not studied since it is considered to be too close to the one at Palm Drive. Therefore, no action is recommended at this time.

RECOMMENDATION:

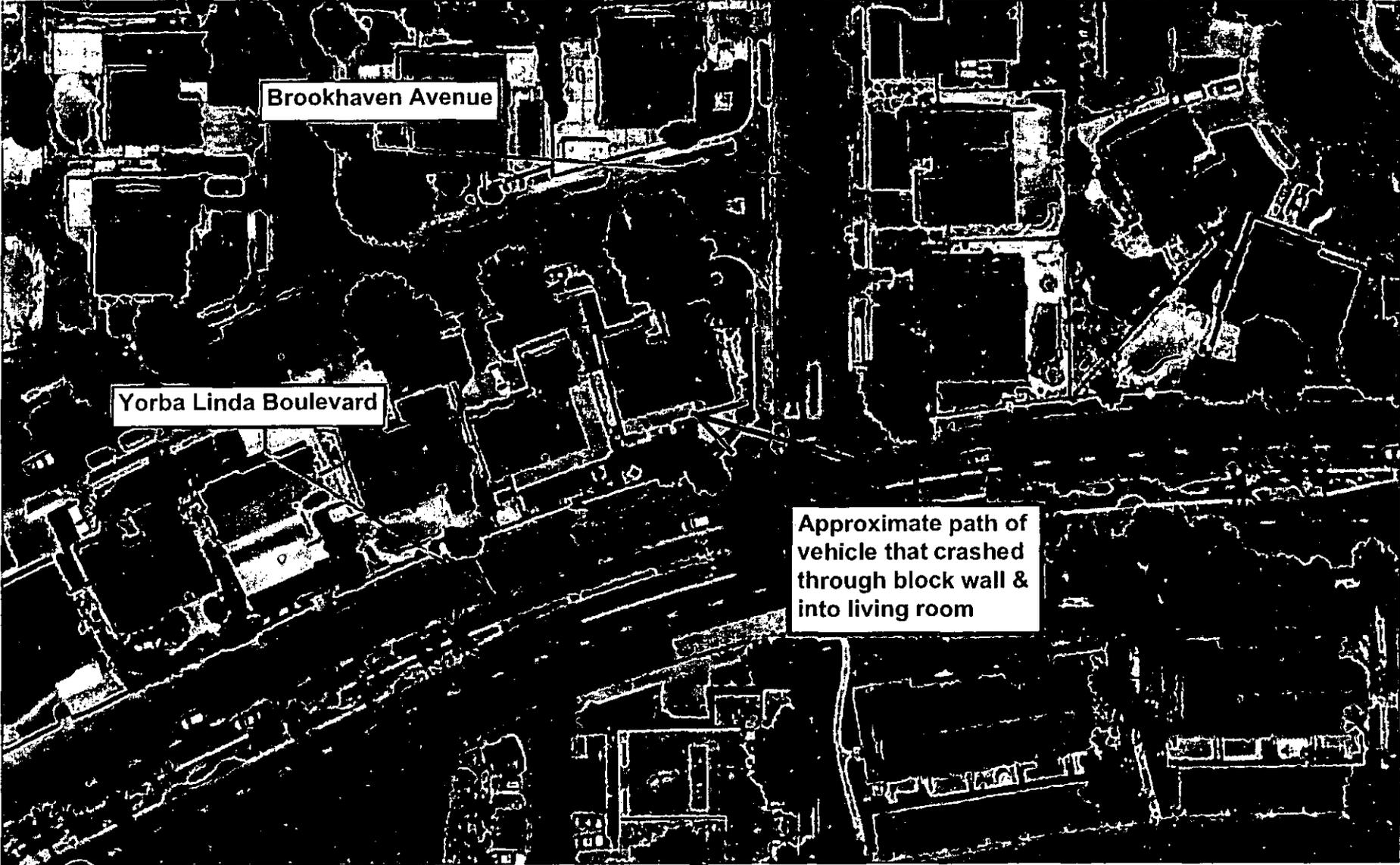
Receive and file.

Ruth M. Smith

Ruth Smith, P.E.
Traffic Engineer

Attachments: Location Map
Table 1, Summary of Traffic Collision Data

LOCATION MAP – YORBA LINDA BOULEVARD & BROOKHAVEN AVENUE INTERSECTION SAFETY



TRAFFIC SAFETY COMMISSION REPORT

CROSSWALK ENHANCEMENTS

YORBA LINDA BOULEVARD AND KILT AVENUE

TSC NO.: 10-06

MEETING DATE: MAY 17, 2010

REQUEST:

This is a request to enhance the visibility of the school crosswalk on Yorba Linda Boulevard at Kilt Avenue by upgrading the signage.

DISCUSSION:

Concern has been expressed about the safety of the school children crossing Yorba Linda Boulevard in the uncontrolled crosswalk at Kilt Avenue.

The intersection is a "T"-type with Kilt Avenue forming the south leg. However, the driveway serving Wagner Elementary School is opposite Kilt Avenue and basically acts as the fourth, north leg of the intersection. Kilt Avenue is a cul-de-sac street serving 24 homes.

Yorba Linda Boulevard is a four-lane arterial street with an average daily traffic volume of 24,400 vehicles. The speed limit is 40 miles per hour.

Existing traffic control devices include stop signs for northbound and southbound traffic (traffic on Yorba Linda Boulevard does not stop). SCHOOL SPEED LIMIT 25 WHEN CHILDREN ARE PRESENT signs are also posted on Yorba Linda Boulevard to establish the school zone speed limit. Motorists entering the intersection from the school driveway are restricted to right turns only. At this particular location, the narrow side street and driveway are not particularly noticeable to approaching motorists, which makes the pedestrians more unexpected, as well. Also, the school warning signs are posted a block away instead of being at or near the crosswalk, thereby leaving no signage to draw motorists' attention to the crosswalk on Yorba Linda Boulevard, itself.

Previous efforts by the City to improve the visibility and enhance the safety of the school pedestrians at this crossing include painting yellow ladder-striped crosswalks on the east leg of Yorba Linda Boulevard and on Kilt Avenue, the south leg. There are also advance yellow flashing beacons on Yorba Linda Boulevard one block east and one block west of the location to warn drivers of the upcoming crosswalk and pedestrians. An adult school crossing guard also assists children in crossing the streets enroute to and from school.

This crosswalk has actually been of concern for over 10 years, with a request for a traffic signal being presented to the Traffic Safety Commission in 1999 and the Traffic Safety Commission considering the conversion of the crosswalk into a "smart crosswalk" in early 2000. The intersection did not meet the necessary requirements for a traffic signal at the time, however, nor was it considered to be a good use of funds. The "smart crosswalk", which would have activated the flashing beacons only when the crosswalk was in use, was not considered to be feasible since the intersection did not meet the flashing beacon warrants due to not enough children crossing there (the existing flashing beacons would have been relocated closer to the crosswalk).

There are less expensive alternatives available, however, to enhance the safety of the existing crossing. Ladder-striped crosswalks are among the most visible to motorists and the current ones should be retained. Currently, the school crossing signs are not at or near the crosswalk, but are a block away, posted with the flashing beacons. As such, they do not draw attention to the crosswalk, itself. Crosswalk warning signage requirements have changed substantially in recent years to enhance drivers' awareness of crosswalks and the pedestrians using them. For instance, current standards require that the crosswalk signs be posted at the crosswalk, not in advance. Updating the existing signage to meet current federal and state standards would help to make the crosswalk on Yorba Linda Boulevard more visible and increase motorists' awareness of it.

RECOMMENDATION:

It is recommended that the crosswalk signage be updated to meet current federal and state standards.

Ruth M. Smith
Ruth Smith, P.E.
Traffic Engineer

Attachment: Location Map

LOCATION MAP – YORBA LINDA BOULEVARD AND KILT AVENUE CROSSWALK ENHANCEMENTS

