



Placentia Traffic Safety Commission

401 E. Chapman Avenue
Placentia, CA 92870

Regular Meeting

Monday, March 16, 2015

7:00 P.M. COMMUNITY MEETING ROOM

AGENDA

PLEDGE OF ALLEGIANCE

ROLL CALL:

CHAIRPERSON HERNANDEZ
VICE CHAIR CHADHA
COMMISSIONER GORMAN
COMMISSIONER HUTAIN
COMMISSIONER RUPPERT
COMMISSIONER SARMIENTO
COMMISSIONER STAFFORD

APPROVAL OF MINUTES:

January 12, 2015

PUBLIC COMMENTS:

At this time the public is invited to address the Traffic Safety Commission concerning any item on the agenda, which is not a public hearing item, or on matters within the jurisdiction of the Traffic Safety Commission.

REPORTS:

- I. TSC NO. 15-02 Reconsideration of Removal of No Stopping Any Time Restriction on Crowther Avenue (south side)
- II. TSC NO. 15-03 Blackfoot Avenue Request for Permit Parking
- III. TSC NO. 15-04 Loyola Way, Loyola Drive and Fordham Drive Request for Permit Parking

Special Accommodations:

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) 993-8148. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.
(28 CFR 35.102.35.104 ADA Title II)

In compliance with California Government Code § 54957.5, any writings or documents provided to a majority of the Traffic Safety Commission regarding any Item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

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

I, Mark Miller, Traffic Engineer/Secretary to the Traffic Safety Commission for the City of Placentia, hereby certify that the Agenda for the regular meeting of March 16, 2015 of the Traffic Safety Commission of the City of Placentia was posted on March 12, 2015.



Mark Miller, T.E., P.E.
Traffic Engineer

Ms. Smith indicated that the packing house on the south east corner has been demolished making way for the Metrolink Station, additional parking and the hope of attracting new businesses.

Assistant City Administrator Damien Arrula added that the Metrolink Station is expected to go out to bid in the Fall of 2015.

Commissioner Sarmiento expressed concern about recommendation #1 and asked if additional space was needed for vehicles making right turns. Ms. Smith that the space is sufficient for vehicles turning right.

Commissioner Hutain suggested that "No Right Turn on Red" signage be installed at the intersection of Crowther and Melrose due to traffic traveling at a high rate of speed. The Commission agreed with this recommendation. Ms. Smith responded that she was not opposed to this recommendation.

Commissioner Sarmiento asked if "No Stopping" signage already exists in the area. Ms. Smith responded that it will be installed.

MOTION BY COMMISSIONER HUTAIN TO ACCEPT STAFF'S RECOMMENDATIONS #1 AND #2 WITH THE MODIFICATION OF NO RIGHT TURN ON MELROSE NORTH OR SOUTH FROM CROWTHER AVENUE. SECOND BY COMMISSIONER RUPPERT AND CARRIED BY A 5-0-0-0.

INFORMATION/COMMUNICATIONS:

Discussion items by Traffic Engineer

Ms. Smith advised the Commission that the City has approved a contract with a new Traffic Engineer, Mark Miller of Albert Grover and Associates, and this would be her final Traffic Safety Commission meeting. The Commission thanked Ms. Smith and wished her well.

NON AGENDA ITEMS:

ADJOURNMENT:

There being no further business, **MOTION** by Commissioner Hutain to adjourn to the next regular meeting on January 19th, 2015; **SECOND** by Commissioner Ruppert and **CARRIED** by a **5-0 VOICE VOTE**. Meeting adjourned on January 12, 2015 at 7:45 p.m.

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

TRAFFIC SAFETY COMMISSION REPORT

CROWTHER AVENUE (SOUTHSIDE)

REVISIONS TO REMOVAL OF NO STOPPING ANY TIME RESTRICTION

TSC NO.: 15-02

MEETING DATE: March 16, 2015

REQUEST:

This is a request to amend item TSC NO 15-01 regarding the removal of a portion of the No Stopping Any Time (NSAT) restriction on the south side of Crowther Avenue west of Melrose Street, to remove a portion of the existing NSAT restriction on the south side of Crowther Avenue for 150 feet east of Melrose Street.

DISCUSSION:

This request is a revision to the January 12, 2015 Traffic Safety Commission recommendation to remove the NSAT restriction and allow parking on the south side of Crowther Avenue extending approximately 150 feet west of Melrose Street and install "No Right Turn on Red" restriction (see attached January 12, 2015 staff report).

After a field review of the collision history, discussions with the Police Department, review of the traffic volumes, and a field visit staff makes the following revised recommendation.

RECOMMENDATION:

The following revised actions are recommended for approval:

1. Removal of the white skip dash lane line and merge arrows on the south side of Crowther Avenue on the east side of Melrose Street to 150 feet east of the east crosswalk.
2. Relocation of NSAT signs on the south side of Crowther Avenue to allow parking of 6-7 parking spaces east of Melrose Street.
3. Convert the eastbound curb lane west of Melrose Street to a right turn only lane to southbound Melrose Street.
4. Do not install "No Right Turn on Red" for northbound and southbound Melrose Street.



Mark Miller, P.E., T.E.
Traffic Engineer

Attachments: Exhibit 1 – Vicinity Map

Exhibit 2 – Location Map

Exhibit 3 – Existing Lane Configurations & Proposed Parking Changes

Exhibit 4 – Proposed Lane Modifications west of Melrose Street

Exhibit 5 – Proposed Lane Modifications east of Melrose Street

EXHIBIT 1

VICINITY MAP

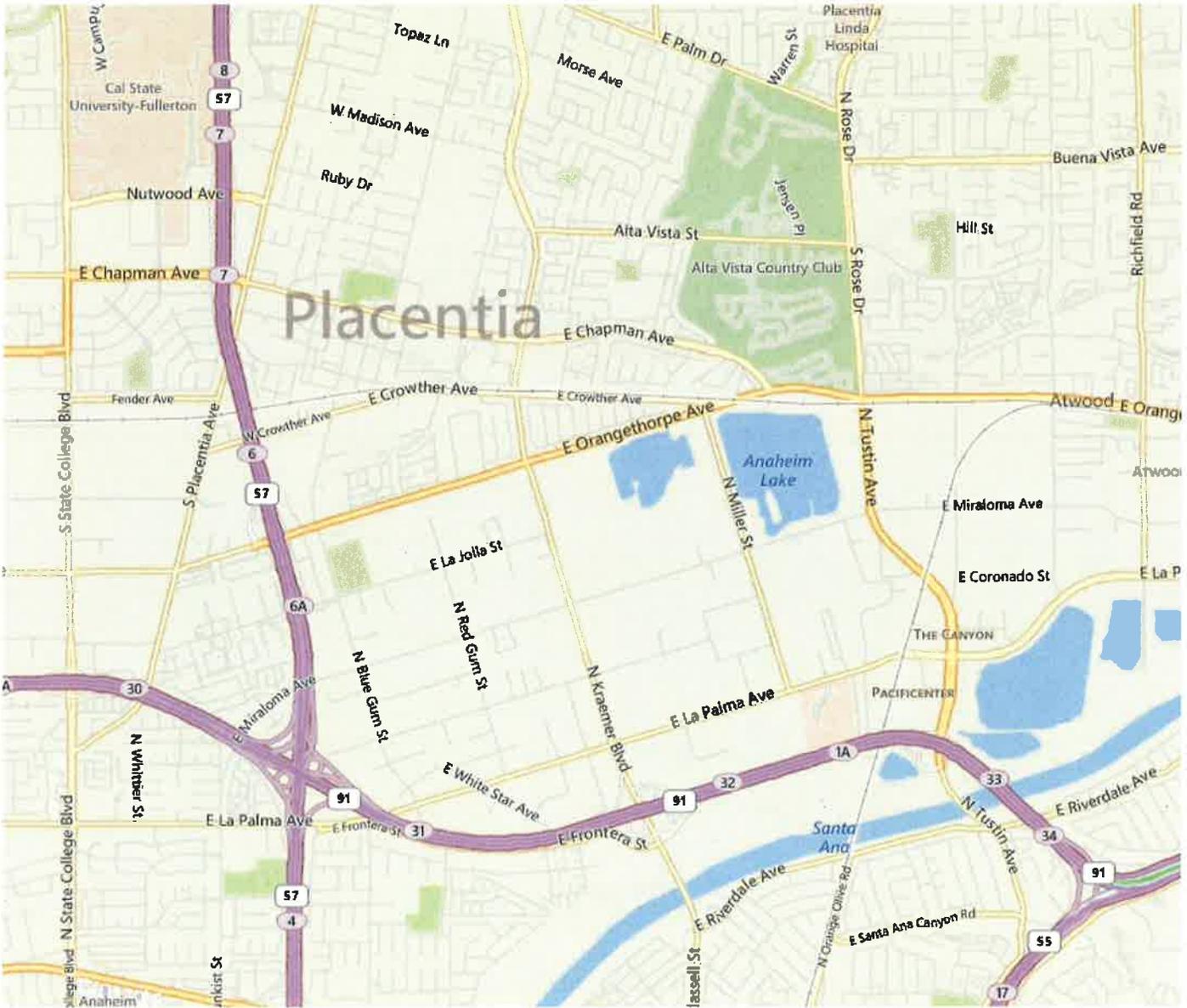


EXHIBIT 2
LOCATION MAP



EXHIBIT 3

EXISTING LANES ON EASTBOUND CROWTHER AVENUE



LEGEND:

 = Proposed Removal of No Parking Any Time Restriction

EXHIBIT 4

PROPOSED MODIFICATIONS TO EASTBOUND CROWTHER AVENUE WEST OF MELROSE STREET

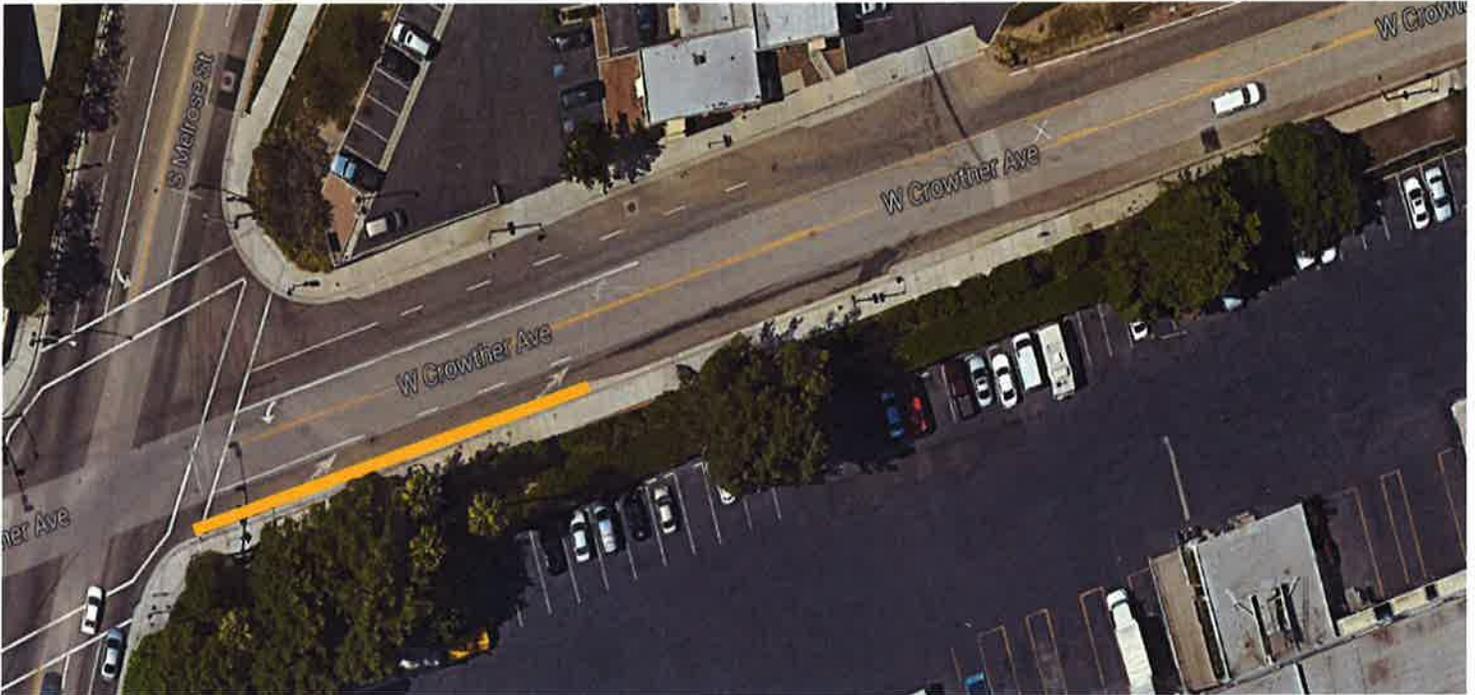


LEGEND:

 = Install Right Turn Pocket

EXHIBIT 5

PROPOSED MODIFICATIONS TO EASTBOUND CROWTHER AVENUE EAST OF MELROSE STREET



LEGEND:

 = Remove Lane Line and Merge Arrows

TRAFFIC SAFETY COMMISSION REPORT

RESIDENT – ONLY PERMIT PARKING

BLACKFOOT AVENUE

TSC NO.: 15 - 03

MEETING DATE: MARCH 16, 2015

REQUEST:

A petition requesting the establishment of a resident-only permit parking zone was received for both sides of Blackfoot Avenue cul-de-sac north of Chickasaw Drive (100% support).

DISCUSSION:

Blackfoot Avenue is located on the north east quadrant of the City (see Exhibit 1). The requested permit parking zone is in front of ten residences on both sides of Blackfoot Avenue north of Chickasaw Drive. These homes are duplexes within a cul-de-sac street.

The residents' request is in response to the lack of on-street parking in front of their homes due to non-resident parking at night that they attribute to residents of nearby apartments.

The request was processed under the adopted guidelines for establishment of residential permit parking zones. The minimum criteria are summarized as follows:

1. A petition is submitted indicating that 67% of households on the affected streets support permit parking
2. 75% or more of the available parking spaces are occupied throughout the proposed restricted hours
3. More than 50% of the parked vehicles are non-resident
4. The proposed zone has logical limits continuing to the end of the block or other reasonable limits
5. Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations
6. Police Department determines enforcement is feasible

7. No alternative solution to the parking problem is reasonably feasible or practical

Field surveys of the parking conditions were conducted in November 2014 at hourly intervals from 6:00 AM through 10:00 PM. The residents are requesting permit parking at all times.

The field surveys involved hourly recordings of the license plate numbers of parked vehicles. The plate numbers were then checked through DMV records to determine which vehicles belonged to residents and which were owned by non-residents. Measurements were also made along each street to determine the number of available parking spaces, taking into consideration driveways and fire hydrants.

The number of available parking spaces was estimated using twenty feet as the average length required per vehicle, resulting in 13 available parking spaces in front of the five duplex structures on Blackfoot Avenue.

The results of the field survey are summarized in Table 1. Since more than one hour was surveyed, a range of values is given for each parameter, ranging from the minimum to the maximum values. The table shows the percent of the available parking spaces that were occupied by both residents and non-residents and the percent of the parking spaces that were occupied by non-residents.

TABLE 1
Summary of Field Data Survey Results
November 2014 6:00 AM – 10:00 PM

Parameter	Blackfoot Avenue
Percent of Occupied Parking Spaces	90% -100%
Percent of Parking Spaces Occupied by Non-Residents	25% - 71%

Table 2 compares the results of the field survey to the minimum criteria that must be satisfied to meet the requirements to establish a residential permit parking zone.

TABLE 2
 Criteria Evaluation for Blackfoot Avenue

NO.	CRITERIA	SATISFIED?
1	67% of households represented on a petition	Yes (100%)
2	75% or more of the available parking spaces are occupied throughout the proposed restricted hours	No ¹
3	More than 50% of the parked vehicles are non-resident	Yes
4	Proposed zone has logical limits continuing to the end of the block or other reasonable limits	Yes
5	Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations	Yes
6	Police Department determines enforcement is feasible	Yes
7	No alternative solution to the parking problem is reasonably feasible or practical	Yes
¹ Not for the full 24 hours, but from mid-morning and into the evening.		

As can be seen in Table 2, the parking conditions on Blackfoot Avenue substantially satisfy the criteria, except for No. 2, which is met for 8 of the 16 survey hours. There could be little, if any, vehicle displacement. It is possible that some of the non-resident vehicles parked overnight could migrate to Chickasaw Drive or Waco Avenue to the west.

As required by the guidelines, notices of this meeting were sent to the residents on Blackfoot Avenue who petitioned for the permit parking. The guidelines also require notification of residents and businesses within three hundred feet of the proposed zone and the source of the non-resident parking.

RECOMMENDATION:

1. Because the guideline's criteria are substantially satisfied, it is recommended that a resident-only permit parking zone be established on Blackfoot Avenue.

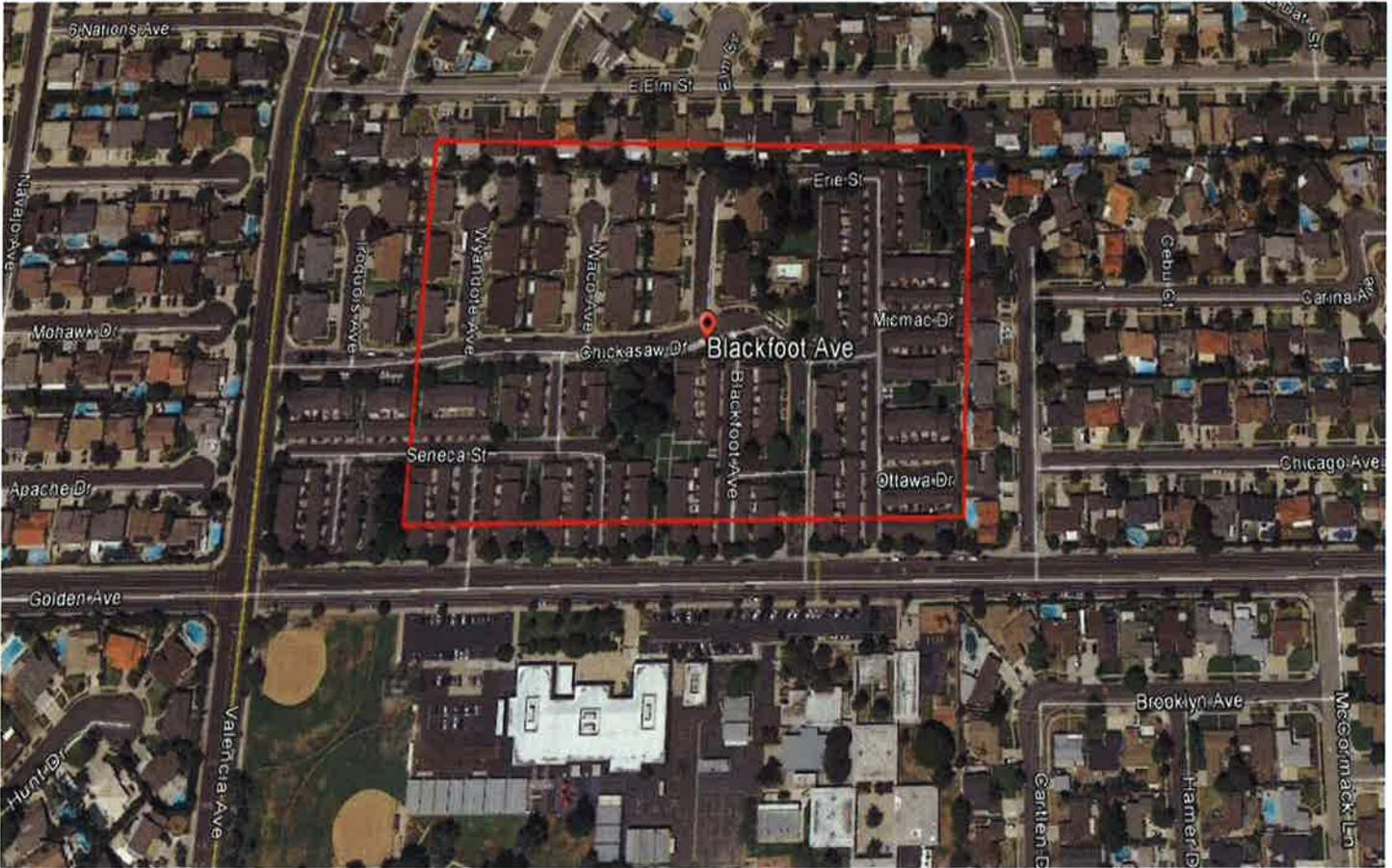
2. It is recommended that the effective hours of the proposed zone be for 24 hours, seven days a week since significant non-resident parking occurs at all hours of the day and night.



Mark Miller, T.E., P.E.
Traffic Engineer

Attachments: Exhibit 1 – *Vicinity Map*

EXHIBIT 1
VICINITY MAP



TRAFFIC SAFETY COMMISSION REPORT

RESIDENT - ONLY PERMIT PARKING

FORDHAM DRIVE, LOYOLA DRIVE AND LOYOLA WAY

TSC NO.: 15 - 04

MEETING DATE: MARCH 16, 2015

REQUEST:

A petition requesting the establishment of a resident-only permit parking zone was received for Fordham Drive, Loyola Drive and Loyola Way east of All America Way.

DISCUSSION:

Fordham Drive, Loyola Drive and Loyola Way are located east of All America Way just north of City Hall (see exhibit 1).

On Fordham Drive the requested permit parking zone is in front of seventeen residences on the north and south sides of Fordham Drive and one resident side yard which actually fronts on Loyola Way.

On Loyola Drive the requested permit parking zone is in front of nine residences on the north side and eight residences on the south side.

On Loyola Way the requested permit parking zone is in front of four homes on the west side of Loyola Way and adjacent to two homes on the east side of Loyola Way.

The request is being made in response to a lack of on street parking in front of these homes by vehicles outside of the neighborhood particularly at night. On streets south of the subject area permit parking is already allowed (Dartmouth Drive) and night time parking restrictions are in place (Georgetown Lane and Harvard Court). The minimum criteria are summarized as follows:

1. A petition is submitted indicating that 67% of households on the affected streets support permit parking
2. 75% or more of the available parking spaces are occupied throughout the proposed restricted hours
3. More than 50% of the parked vehicles are non-resident
4. The proposed zone has logical limits continuing to the end of the block or other reasonable limits

5. Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations
6. Police Department determines enforcement is feasible
7. No alternative solution to the parking problem is reasonably feasible or practical

Field surveys of the parking conditions were conducted on Wednesday, February 18 at 1:00 pm and at 5:00 pm, and on Thursday February 19 at 5:00 am and at 1:00 pm. The field surveys involved recording of the license plate numbers of parked vehicles. The license plates were then checked through DMV records to determine which vehicles belonged to residents and which were owned by non-residents. Measurements were also made along each street to determine the number of available parking spaces.

The results of the field survey are summarized in Table 1. The table shows the percent of available parking spaces that were occupied by both residents and non-residents for each of the hours surveyed.

TABLE 1
 Summary of Field Data Survey Results

	2/18/15		2/19/15	
	1:00 pm	5:00 pm	5:00 am	1:00 pm
Fordham Drive (33)				
% Occupied (Resident)	3	9	9	6
% Occupied (Non resident)	3	6	27	0
Loyola Way (12)				
% Occupied (Resident)	25	25	14	0
% Occupied (Non resident)	17	50	50	8
Loyola Drive (37)				
% Occupied (Resident)	0	0	12	0
% Occupied (Non resident)	0	0	0	0

Table 2 compares the results of the field survey to the minimum criteria that must be satisfied to meet the requirements to establish a residential permit parking zone.

TABLE 2
Criteria Evaluation for Blackfoot Avenue

NO.	CRITERIA	SATISFIED?		
		Fordham	Loyola Way	Loyola Dr
1	67% of households represented on a petition	76%	83%	25%
2	75% or more of the available parking spaces are occupied throughout the proposed restricted hours	No	No	No
3	More than 50% of the parked vehicles are non-resident	Yes	Yes	No
4	Proposed zone has logical limits continuing to the end of the block or other reasonable limits	Yes	Yes	Yes
5	Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations	Yes	Yes	Yes
6	Police Department determines enforcement is feasible	Yes	Yes	Yes
7	No alternative solution to the parking problem is reasonably feasible or practical	Yes	Yes	Yes

As seen in Table 2, the parking conditions on both Fordham Drive and Loyola Way substantially satisfy the criteria, except for No.2. For Loyola Drive, neither no. 1, 2, or 3 are satisfied. The only street that could see parking displacement is Loyola Drive which connects to Loyola Way.

As required by the guidelines, notices of this meeting were sent to both streets who petitioned for the permit parking. The guidelines also require notification of residents and businesses within three hundred feet of the proposed zone and the source of the non-resident parking. Accordingly, notices were also sent to residents of Loyola Drive, Vanderbilt Drive, Colgate Way and Colgate Drive. Notices were not sent to residents of Harvard Court, Georgetown Lane and Dartmouth Drive since they already have parking restrictions and would not be affected.

RECOMMENDATION:

1. Because the guideline's criteria are substantially satisfied, it is recommended that a resident-only permit parking zone be established on Fordham Drive and Loyola Way.
2. It is recommended that the effective hours of the proposed zone be for 24 hours, seven days a week since significant non-resident parking occurs at all hours of the day and night.
3. Because the guidelines are not substantially satisfied, it is recommended that a resident only parking zone not be established on Loyola Drive.



Mark Miller, T.E., P.E.
Traffic Engineer

Attachments: Exhibit 1 – *Vicinity Map*

EXHIBIT 1
VICINITY MAP

