



Placentia Traffic Safety Commission

401 E. Chapman Avenue
Placentia, CA 92870

7:00 P.M. COMMUNITY MEETING ROOM

AGENDA

MEETING DATE: November 15, 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: July 12, 2010

REPORTS:

- I. **TRAFFIC CONTROL:** Parking Restriction (*item resubmitted*)
TSC NO. 10-07 Kraemer Boulevard at Orangethorpe Avenue
Requested by the Daleo Family Trust
- II. **TRAFFIC CONTROL:** Residential Permit Parking Rescission
TSC NO. 10-13 Steinbeck Street
Requested by Kathleen McBenttez

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

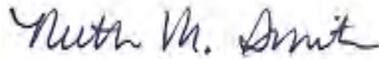
NON AGENDA ITEMS:

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 November 15, 2010 of the Traffic Safety Commission of the City of Placentia was posted on November 10, 2010.



Ruth Smith, PE
Traffic Engineer

“Any writings or documents provided to a majority of the Traffic Safety Commission regarding any item on this agenda that not exempt from disclosure under the Public Records Act will be made available for public inspection at the Clerk’s office, City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.”

MINUTES

PLACENTIA TRAFFIC SAFETY COMMISSION

July 12, 2010

MEETING CALLED TO ORDER: 7:02 P.M.

PLEDGE OF ALLEGIANCE: Led by Vice Chairman Faia

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

STAFF PRESENT: Ruth Smith, Traffic Engineer
Jonathan Wu, Associate Engineer
Sara Salazar, Administrative Assistant
Richard Pascarella, Traffic Lieutenant

ABSENT: None

PUBLIC COMMENT:

None

APPROVAL OF MINUTES:

MOTION BY COMMISSIONER STAFFORD TO APPROVE THE MINUTES OF MAY 17, 2010; SECOND BY COMMISSIONER BRUSCHKE. PASSED 7-0.

ELECTION OF OFFICERS:

VICE CHAIRMAN FAIA WAS NOMINATED FOR CHAIRMAN BY COMMISSIONER LABRECHE AND WAS SECONDED BY COMMISSIONER BRUSCHKE. PASSED 6-0-0-1 (FAIA ABSTAIN).

COMMISSIONER CHADHA WAS NOMINATED FOR VICE CHAIRMAN BY COMMISSIONER LABRECHE AND WAS SECONDED BY CHAIRMAN FAIA. PASSED 6-0-0-1 (CHADHA ABSTAIN).

REPORTS:

**I. TRAFFIC CONTROL: TSC NO. 10-07
Two-hour Parking on Kraemer Boulevard at Orangethorpe Avenue
Requested by The Daleo Family Trust**

Ms. Smith gave the staff report and recommended the removal of the green zone from the west side of Kraemer Boulevard from 56 feet north of the Placentia/Anaheim boundary to 66 feet north of said boundary as well as the

establishment of a two-hour parking zone on the west side of Kraemer Boulevard from 56 feet north of the Placentia/Anaheim boundary to 132 feet north of said boundary.

Chairman Faia opened up the Public Comments.

Mr. Randy Daleo, 994 Harwood Street, Orange 92867, owner of 847 S. Kraemer Boulevard addressed the commission. He expressed concern over exiting his parking lot onto Kraemer Blvd. He stated that because the Schorr Metals employees are not permitted to park their vehicles on the Schorr Metals property, they park on the street. This makes it extremely difficult to see past these vehicles when exiting the parking lot onto Kraemer Blvd. He felt that a two-hour parking limitation may periodically free up spaces, making the street more visible.

Commissioner Labreche asked Mr. Daleo if parking is ample on his property. Mr. Daleo responded that his property has approximately 50 to 60 parking spots which he felt was sufficient.

Commissioner Labreche asked if the sightlines were adequate for ingress and egress of both properties. Ms. Smith responded no. He asked if there have been accidents at the location relating to traffic exiting the property. Ms. Smith responded no, that she had reviewed the traffic collision records. Mr. Daleo added that the previous tenant did have an accident in which someone ran into the side of his truck.

Commissioner Labreche questioned if the City would address the inadequate sight lines. Ms. Smith responded that there really are not any rules about driveway sight lines. However, when new businesses go in, the City does consider the sight lines and whether red curb is necessary.

Commissioner Labreche asked that the City address the issue at this location since it has been made aware of the problem. Ms. Smith responded that a sight distance layout could be done to determine whether or not on street parking should be allowed at the location.

Commissioner Brusckke asked about the green curb currently at the location. Mr. Daleo responded that there is no time limit along the green curb as it does not appear to be enforced by the Police Department.

Commissioner Hernandez stated that he felt a 2-hr parking limit would be difficult to enforce. Lt. Pascarella responded that depending the Police Department's staff level, it may be difficult to monitor the area every 2 hours. He indicated the area may only be checked every 3 to 4 hours.

Commissioner Stafford asked Lt. Pascarella's opinion on safety at this location. Lt. Pascarella responded that he agreed it is difficult to exit the driveway.

Chairman Faia closed the Public Comments.

Commissioner Labreche expressed that he felt this portion of the street should be a

no parking zone. Chairman Faia agreed and suggested tabling the item to a future meeting, once a sight line study is performed on 837 and 847 N. Kraemer Boulevard. Commissioner Stafford asked Ms. Smith when a sight line study could be completed by. Ms. Smith responded that she could have it done by the next meeting.

MOTION BY COMMISSIONER LABRECHE, SECOND BY COMMISSIONER GORMAN TO TABLE TSC NO. 10-07 TO THE SEPTEMBER 20, 2010 MEETING ONCE A SIGHT DISTANCE STUDY HAS BEEN COMPLETED. PASSED 7-0.

**IV. TRAFFIC CONTROL: TSC NO. 10-10
KEEP CLEAR Legends on Bradford Avenue at Primrose Avenue
Requested by Commissioner Stafford**

Commissioner Stafford recused herself from the hearing of this item, because she was the requestor.

Ms. Smith gave the staff report and recommended that a KEEP CLEAR legend and “Do Not Block Intersection” sign be installed in each direction on Bradford Avenue at the intersection of Primrose Avenue.

Vice Chairman Chadha asked Lt. Pascarella if the Police Department has been issuing tickets to people parked on Bradford at Primrose for blocking the intersection. Lt. Pascarella responded that if it was a problem they would, however typically the Police Department is doing speed control and stopping has not been an issue.

Chairman Faia opened up the Public Comments.

Mr. Larry Crawford of 111 Primrose Avenue, Placentia addressed the Commission. He stated that he and his wife have been involved in 3 separate accidents at this intersection. He also stated that his neighbor was involved in an accident at this intersection. He expressed support for any traffic controls the City can install at this location.

Mr. Michael Stafford of 116 Primrose Avenue, Placentia addressed the Commission. He agreed with Mr. Crawford’s comments and recalled an accident involving a student who was hit at the location. He expressed gratitude for any enforcement the Police Department could give and stated that often times, parents park along the red curb waiting for their kids to get out of school.

Chairman Faia closed the Public Comments.

Commissioner Labreche asked if there have been a high amount of accidents at this intersection. Lt. Pascarella responded that he would need to research that information and get back to the Commission.

Commissioner Labreche asked if a stop sign would be warranted at this intersection. Ms. Smith responded that there would have to have been 5 accidents in one year to warrant the stop sign.

Commissioner Hernandez asked if Placentia has any type of special conditions warranting a 4-way stop near schools. Ms. Smith responded that she was not aware of any but that she would look into it.

Commissioner Labreche stated that speed humps would be helpful at this location. Ms. Smith responded that because this is a major throughfare and because the speed limit is 30 MPH, speed humps would not be an option as the maximum speed limit with speed humps is 25 MPH.

MOTION BY COMMISSIONER HERNANDEZ, SECOND BY VICE CHAIRMAN CHADHA TO APPROVE STAFF'S RECOMMENDATION WITH THE ADDITION OF A TRAFFIC STUDY TO DETERMINE FURTHER SPEED CONTROL DEVICES. PASSED 7-0.

**V. TRAFFIC CONTROL: TSC NO. 10-11
No Stopping Any Time/Bus Exempt Signs
Golden Avenue at George Key School
Requested by Steve Umber – PYLUSD**

Commissioner Stafford rejoined the meeting.

Ms. Smith gave the staff report and recommended the creation of a bus loading zone by installing No Stopping Any Time/Bus Exempt signs on the south side of Golden Avenue from 178 feet west of the extended centerline of Chickasaw Drive to 398 feet west of said centerline as a temporary measure during the school construction as well as the removal of the No Stopping Any Time/Buses Exempt signs upon completion of the school construction.

Commissioner Labreche asked what the traffic volume is during school hours. Ms. Smith responded that she did not have the data, however it is a fairly busy street during school hours.

Chairman Faia opened up the Public Comments.

Steve Umber, 1301 Orangethorpe Avenue, Placentia 92870 addressed the commission. He stated that the renovations will displace some of the students and the purpose of the request is to allow the students a short distance from their buses to their classrooms.

Commissioner Labreche asked Mr. Umber if buses will have their red lights flashing when loading and unloading. Mr. Umber responded they will not, nor do they flash for Golden Elementary students. He stated he was specifically told by the schools official at California Highway Patrol not to activate the red lights in a school zone.

Commissioner Labreche expressed concern for the safety of the students because the citizens of Placentia are not accustomed to seeing a bus in this area.

Commissioner Labreche asked if the bus will be stopping in traffic lanes. Ms. Smith responded that the bus will be using the existing parking lane, which is eight feet wide, the same width as the bus.

Mr. Umber added that 300 feet to the east on Golden Avenue, school buses currently stop at 2:15 p.m. and residents should be accustomed to seeing them. This request would allow them to stop again at 3:30 pm.

Commissioner Hernandez asked what time school begins and ends. Mr. Umber responded that school starts at 9:00 am with buses arriving between 8:40 and 8:45 am and school ends at 3:30 pm. He was concerned that the stopping restriction would affect weekend sporting events. Mr. Umber suggested adding to the signs "On School Days Only".

Chairman Faia closed the Public Comments.

MOTION BY COMMISSIONER HERNANDEZ, SECOND BY COMMISSIONER STAFFORD TO APPROVE STAFF'S RECOMMENDATION, ONLY DURING THE HOURS OF 8:00 AM TO 4:00 PM ON SCHOOL DAYS ONLY. PASSED 7-0.

VI. TRAFFIC CONTROL: TSC NO. 10-12
Goals and Objectives for 2010-2011
Requested by Staff

Ms. Smith gave the staff report and recommended that the Commission members discuss their roles and responsibilities and develop a list of goals and objectives for 2010-2011 based on the 2009 Work Plan, and submit them to the City Council by September 1, 2010.

Goal A. As an advisory group to the City Council, consider traffic safety matters submitted by the City Council, staff or public and recommend courses of action where appropriate.

Objectives discussed:

1. Make decisions within the scope of authority granted by the City Council.
2. Review traffic accident statistical data as presented by the Police Department.

Goal B. Provide a channel of communication between City government and the public.

Objectives discussed:

1. Provide an opportunity for citizen participation in traffic safety matters through public comment, written communication and the City website.

2. Strive to address traffic service requests within six (6) months of being submitted to the city, whenever possible.

Goal C. Commissioners are to familiarize themselves with traffic safety principles and practices through attendance at seminars and training sessions.

Objectives discussed:

1. As soon as possible after appointment to the Commission, each member should attend the Traffic Commissioners Workshop presented by the City Traffic Engineers Association.
2. Keep abreast of new state and federal laws and standard practices that would affect the Commission's actions through training sessions.

Goal D. Conduct the meetings in accordance with applicable regulations and with efficiency and decorum.

Objectives discussed:

1. Comply with Brown Act regulations.
2. Follow the Roberts Rules of Order as a guide.
3. Meet the quorum requirement for all posted meetings.
4. Follow a standard Agenda.

INFORMATION/COMMUNICATIONS:

1. CURRENT SERVICE REQUEST LIST

Ms. Smith briefly spoke about reviewing aging requests and their prioritization against current requests. Chairman Faia was in support of the Commission reviewing the aging requests at the next meeting to determine prioritization.

2. POLICE DEPARTMENT TRAFFIC SUMMARY

Lt. Pascarella summarized six months of traffic accident and enforcement data. The highlights were that total accidents are down by 11%, property damage is down by 15%. Pedestrians injured is down by 233% and hit and run accidents are up by 35%. Impounded vehicles are up by 45%, H.B.D. (had been drinking) is up by 100%, DUI accidents are up by 122% and DUI arrests are up by 61%.

A grant was received for \$108,000 that can be used starting October 1st, 2010 towards DUI checkpoints. Another grant received enabled the purchase of 2 motorcycles for 2 part-time officers that only patrol in problem areas.

3. DISCUSSION ITEMS BY TRAFFIC ENGINEER

Mr. Wu updated the Commission on various projects including the re-paving of Bastanchury Road from Placentia Avenue to Kraemer Boulevard.

4. RESPONSE TO PRIOR MEETING ITEMS

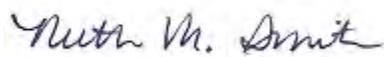
Ms. Smith updated the Commission on the removal of permit parking signage around the the City, as a result of Council approval. She also informed the Commission she will contact the school to determine who controls the signage on the flashing beacons on Yorba Linda Boulevard, as it may be the County of Orange.

Chairman Faia requested an update on the Orange County Grade Crossings (OCTA's Railroad Grade Separation Project) at the next meeting.

NON AGENDA ITEMS:

ADJOURNMENT: 8:50 p.m.

MOTION TO ADJOURN BY COMMISSIONER LABRECHE, SECOND BY COMMISSIONER GORMAN, CARRIED BY A UNANIMOUS VOICE VOTE OF THE MEMBERS PRESENT 7-0, TO ADJOURN TO A REGULAR MEETING ON SEPTEMBER 20, 2010.



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

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TRAFFIC SAFETY COMMISSION REPORT
KRAEMER BOULEVARD AT ORANGETHORPE AVENUE
PARKING RESTRICTION

TSC NO.: 10-07 (resubmitted)

MEETING DATE: NOVEMBER 15, 2010

REQUEST:

This is a request to establish a No Parking Any Time zone on the west side of Kraemer Boulevard from Orangethorpe Avenue to the south City limit with the City of Anaheim (at the south property line of 847 South Kraemer Boulevard) (see Exhibit 1). Please note that this item was originally presented to the Traffic Safety Commission on July 12, 2010, to establish a two-hour parking zone, and was tabled to the September 20, 2010 meeting. The request is being presented at this meeting since the September 2010 meeting was subsequently cancelled.

DISCUSSION:

Existing Conditions

Kraemer Boulevard is a primary highway on the Orange County Master Plan of Highways (MPAH). In the vicinity of Orangethorpe Avenue, it is improved with two lanes of through traffic in each direction, a two-way left turn lane, curb, gutter and sidewalk, and carries approximately 23,900 vehicles per day. The speed limit is 40 miles per hour. The City's boundary with Anaheim is located on the south side of the Daleo Family property at 847 South Kraemer Boulevard (see Exhibit 2). Parking is permitted on both sides of the street south of Orangethorpe Avenue, except for short sections of red curb at the driveways and a 30-foot green zone for 20-minute parking in front of 847 South Kraemer Boulevard (see Exhibit 3).

At the present time, vehicles typically occupy all of the available on-street parking on the west side of Kraemer Boulevard from Orangethorpe to south of the City boundary, including the green zone, during weekday business hours (see Exhibit 4). This prevents potential customers of any of the businesses from parking on the street. The Daleo Family originally requested a two-hour parking restriction along the frontage of their property to provide turnover of the on-street parking spaces, thereby making it easier for potential customers to find parking. They were also concerned about the safety of exiting their driveway due to the vehicles parked on Kraemer Boulevard blocking the view of on-coming traffic. This is particularly true when large trucks are parked on the

street and completely block the view of traffic on Kraemer Boulevard. The Daleo Family also thought that the two-hour parking zone would effectively eliminate the all-day on-street parking by business employees.

The current long-term parking demand comes from employees of Schorr Metals, Inc., 837 South Kraemer Boulevard, which is located on the north side of 847 South Kraemer Boulevard. Schorr Metals, Inc. has 13 on-site parking spaces, as approved by the City. Since the long-term parking demand extends south into the City of Anaheim, Anaheim staff and the affected businesses were contacted regarding any problems or the need to coordinate our actions. The businesses in Anaheim, however, are retail-type businesses with parking lots to serve their customers and they indicated that they have adequate parking on-site. The City of Anaheim concurs with their businesses' assessment and sees no reason to extend a parking restriction into the City of Anaheim.

In response to the traffic safety concerns expressed by the Daleo Family and confirmation by City staff that the parked vehicles block driveway sight distance, the Traffic Safety Commission voted 7 to 0 at the July 12, 2010 meeting to table the item to the September 20, 2010 meeting. The item was tabled so that City staff could perform sight distance and traffic collision analyses and consider removing all parking on the west side of Kraemer Boulevard from Orangethorpe Avenue to the south City limit.

It should be noted that after the Daleo Family made their initial request, they have leased their property at 847 South Kraemer Boulevard to The Art of Dance and Ballet Academy, a family-oriented dance studio (approved Use Permit (UP) 2010-11), which provides ballet and other dance lessons. The Daleos report that many parents of the children attending dance lessons have expressed concern about the on-street parking blocking sight distance as they exit the driveway.

Analysis

The removal of parking to provide adequate sight distance is typically applied to intersections and entrances to residential/commercial developments, not to individual business driveways. Even so, each driveway creates an intersection having a low-volume side street, which can impact the operations of major streets. Several things should be considered regarding the removal of parking, including the following, which are discussed below:

- Sight Distance
- Traffic Collision History
- Roadway Classification

Sight Distance City staff's follow-up analysis regarding the removal of parking for safety reasons included the preparation of a sight distance layout for each of the four driveways on the west side Kraemer Boulevard between Orangethorpe Avenue and the south City limit. As shown on Exhibit 2, the northerly-most driveway is for the Union 76 service station on the southwest corner of Kraemer Boulevard and Orangethorpe Avenue, the next two driveways are for Schorr Metals, Inc., and the fourth driveway is for the property owned by the Daleo Family at 847 South Kraemer Boulevard. The multiple overlaps of the sight distance layouts for the four driveways indicate that all parking should be removed from the west side of Kraemer Boulevard between Orangethorpe Avenue and the south City limit in order to provide adequate sight distance for motorists exiting the driveways.

Collision History City staff's follow-up analysis also included a five-year review of traffic collision reports, from July 2005 to June 2010, which showed that there were five reported traffic collisions involving the business driveways on the east side of Kraemer Boulevard south of Orangethorpe Avenue. Four of the five collisions involved vehicles exiting the driveways and two of the four were directly related to impaired sight distance due to vehicles parked on Kraemer Boulevard. Both sight-distance related collisions, which occurred in 2005 and 2008, involved vehicles making left turns out of Schorr Metals, Inc. driveways. The 2005 collision also resulted in three injured parties. One of the other exiting vehicle collisions in 2008 also involved a Schorr Metals, Inc. driveway, however, it did not appear to be related to impaired sight distance. The fourth exiting-vehicle collision, in 2007, occurred at the Union 76 driveway but was apparently caused by a speeding vehicle on Kraemer Boulevard, not impaired sight distance. Therefore, two of the five reported driveway-related traffic collisions were due to impaired sight distance, and both involved Schorr Metals, Inc. driveways.

Roadway Classification As noted under Existing Conditions, Kraemer Boulevard is classified as a primary highway, or arterial. Parking is frequently prohibited on arterial streets to improve the flow of traffic and improve safety. Safety is improved through increased sight distance for motorists exiting the driveways, the elimination of conflicts with vehicles that are being parked or accessed by their drivers, and the improved ease of entering and exiting the driveways.

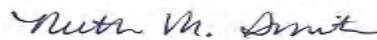
Findings The results of the sight distance analysis, alone, do not necessarily justify removal of parking on Kraemer Boulevard. However, the collision records verify that vehicles parked on Kraemer Boulevard not only impair sight distance, but cause traffic collisions with injuries. The removal of parking would also be consistent with standard practices for arterials, and improve traffic flow in addition to traffic safety.

Parking should be removed on the west side of Kraemer Boulevard from Orangethorpe Avenue to the south City limit (see Exhibit 5) to enhance driveway sight distance and improve traffic safety and traffic flow on Kraemer Boulevard.

RECOMMENDATION:

The following actions are recommended:

1. Removal of the 20-minute green zone from the west side of Kraemer Boulevard from 56 feet north of the south City limit to 66 feet north of said City limit.
2. Installation of signs to establish a No Parking Any Time zone on the west side of Kraemer Boulevard from Orangethorpe Avenue to the south City limit, which would also replace any existing red curb (No Stopping Any Time zones).



Ruth Smith, P.E.
Traffic Engineer

Attachment: Request Letter
Exhibit 1 – Vicinity Map
Exhibit 2 – Location Map
Exhibit 3 – Existing Parking Restrictions
Exhibit 4 – Proposed No Parking Any Time Restriction

EXHIBIT 1

VICINITY MAP

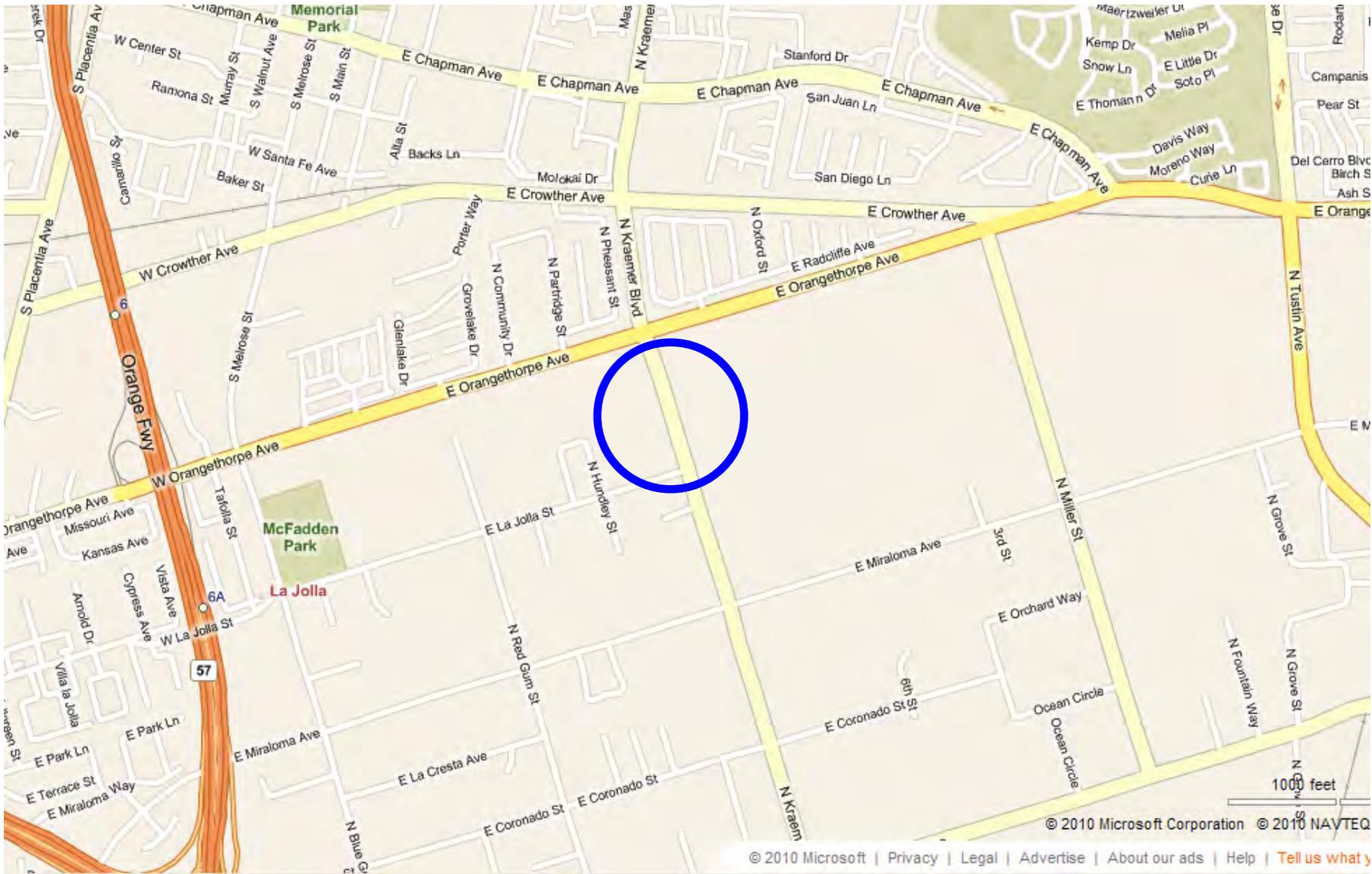


EXHIBIT 2
LOCATION MAP



EXHIBIT 3
EXISTING PARKING RESTRICTIONS



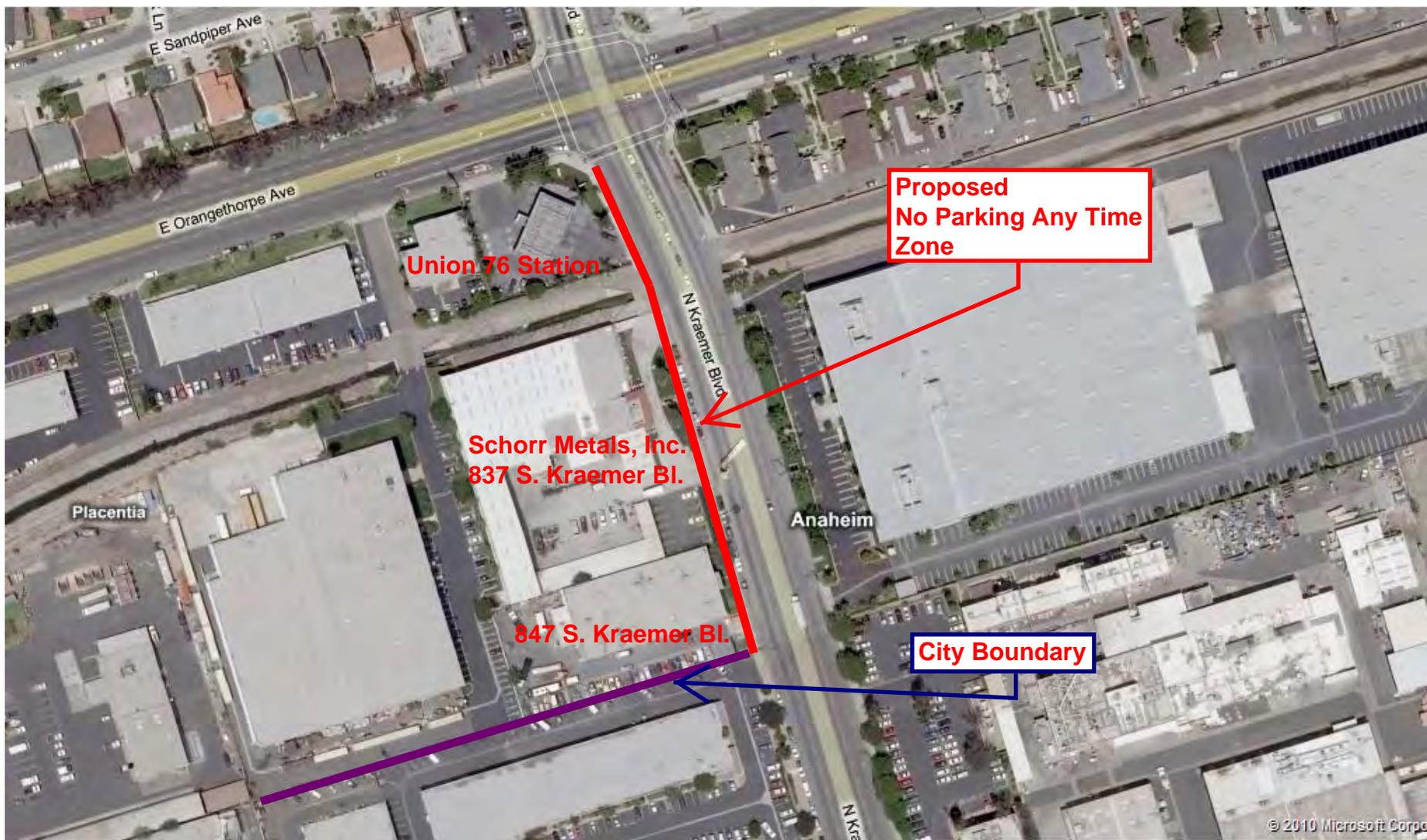
EXHIBIT 4

WEST SIDE OF KRAEMER BLVD LOOKING NORTH AT 847 S KRAEMER BLVD



EXHIBIT 5

PROPOSED NO PARKING ANY TIME ZONE



TRAFFIC SAFETY COMMISSION REPORT

STEINBECK STREET

RESIDENTIAL PERMIT PARKING ZONE RESCISSION

TSC NO.: 10-13

MEETING DATE: NOVEMBER 15, 2010

REQUEST:

This is a request to rescind the one-block residential permit parking zone on both sides of Steinbeck Street (1700 block) between Trumpet Avenue and Tennyson Avenue. The basis for the request is a signed petition received by the City indicating that seventy-three percent (73%) of the households are in favor of the rescission.

DISCUSSION:

The permit parking zone for Steinbeck Street was originally established by City Council Resolution No. 97-R-152 on October 7, 1997. As a result, parking is not currently allowed on Steinbeck Street seven (7) days per week, 24 hours per day without a permit.

A petition requesting the rescission of the permit parking restriction was received by the City on September 1, 2010. The petition was signed by representatives of 8 of the 11 households, or seventy-three percent (73%), which meets the minimum sixty-seven percent (67%) required for the removal of permit parking.

RECOMMENDATION:

It is recommended that the rescission of the residential permit parking zone on Steinbeck Street be approved.



Ruth Smith, P.E.
Traffic Engineer

Attachments: Exhibit 1 – Vicinity Map
Exhibit 2 – Location Map

EXHIBIT 1
VICINITY MAP

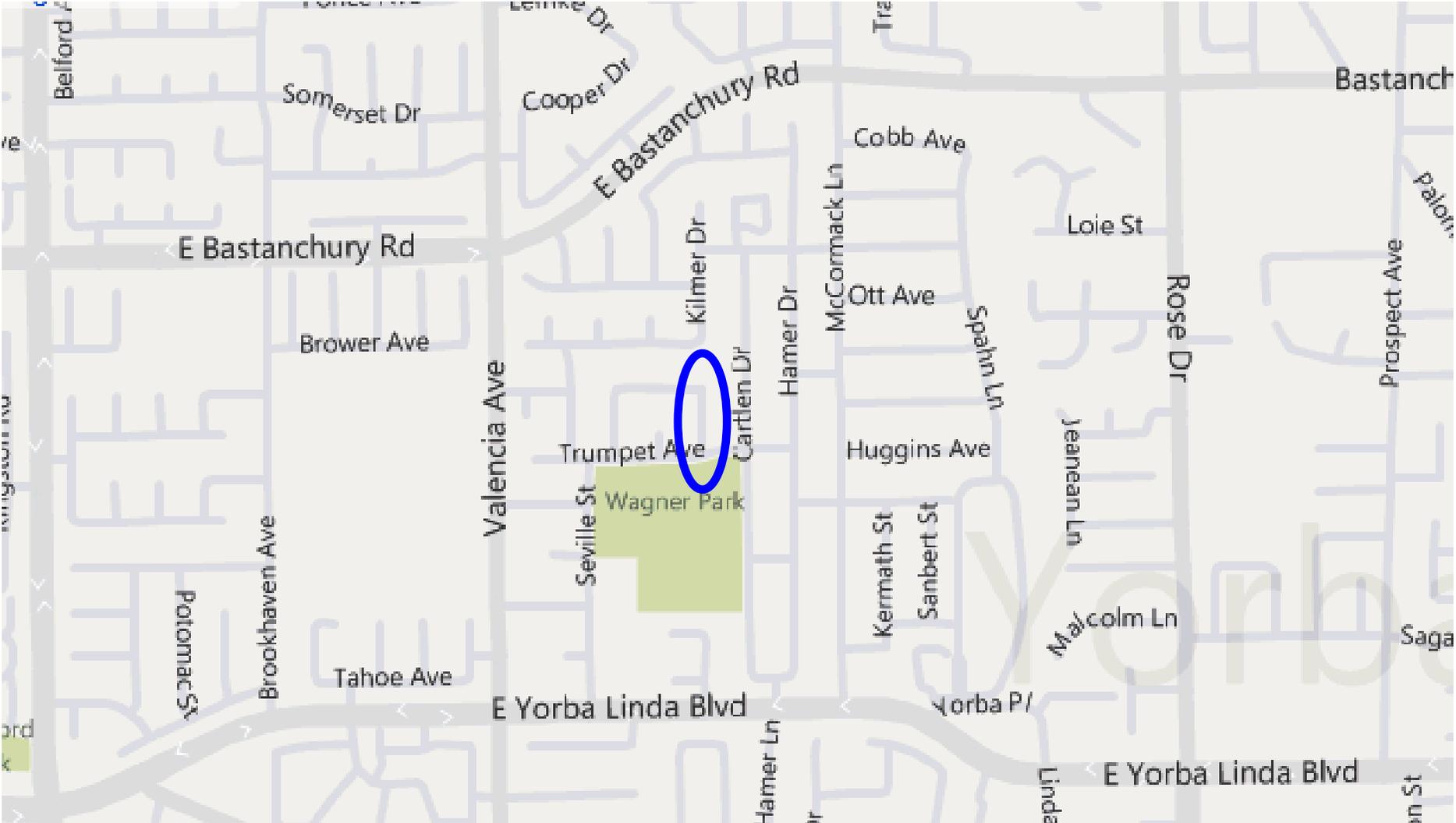


EXHIBIT 2
LOCATION MAP

