



Placentia Traffic Safety Commission

401 E. Chapman Avenue
Placentia, CA 92870

7:00 P.M. COMMUNITY MEETING ROOM

AGENDA

MEETING DATE: March 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: November 16, 2009

REPORTS:

- | | | |
|------|-------------------------------------------|---------------------------------------------------------------|
| I. | TRAFFIC CONTROL:
TSC NO. 10-01 | Residential Permit Parking Rescission
Orchid Drive |
| II. | TRAFFIC CONTROL:
TSC NO. 10-02 | Residential Permit Parking Rescission
Moss Circle |
| III. | TRAFFIC CONTROL:
TSC NO. 10-03 | Parking Restriction
Santa Fe Avenue |
| IV. | TRAFFIC CONTROL:
TSC NO. 10-04 | Stop Signs
Richfield Road at Miraloma Avenue |

INFORMATION/COMMUNICATIONS:

1. **CURRENT SERVICE REQUEST LIST**
Update of citizen requests for consideration of traffic safety items.

PLACENTIA TRAFFIC SAFETY COMMISSION AGENDA
MARCH 15, 2010
PAGE 2

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 March 15, 2010 of the Traffic Safety Commission of the City of Placentia was posted on March 11, 2010.



Ruth Smith
Traffic Engineer

MINUTES

PLACENTIA TRAFFIC SAFETY COMMISSION

November 16, 2009

MEETING CALLED TO ORDER: 7:03 P.M.

PLEDGE OF ALLEGIANCE: Led by Commissioner Stafford

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

STAFF PRESENT: Jonathan Wu, Associate Engineer
Sara Salazar, Administrative Assistant

ABSENT: Sergeant Richard Pascarella

PUBLIC COMMENT:

Comments were heard from Paul Rogers of 3055 N. Valley View Street Orange, on behalf of the Placentia United Methodists Church. He requested signage at the entrance of the church so that its patrons could more easily locate the driveway. Mr. Wu gave a brief summary of the proposed Religious Organization Directional Sign Policy which was on the meeting agenda for discussion.

Comments were then heard from Shawn Graham. He spoke on behalf of his in-laws, who reside at 712 N. Placentia Avenue concerning the lack of available parking in the neighborhood. He explained that he felt the problem was partly due to the Cal State Fullerton Students parking on Placentia Avenue and partly because not all of the Placentia Avenue residents were issued parking permits. A request for parking permits was made. Commissioner Labreche agreed that parking is a problem in the area. Mr. Wu suggested the City Attorney make a determination if the affected Placentia Avenue residents can be issued parking permits. Commissioner Brusckhe added that a revision to the language in the Permit Parking Policy may be warranted. Chairman Gorman requested an update at the next meeting.

Comments were also heard from Jose Jimenez of 706 Placentia Avenue concerning the lack of available parking in front of his home. He added that because the portion of the street in front of his home belongs to the City of Fullerton, street sweeping is not done regularly and the street is often left dirty. Mr. Wu offered to address this issue.

APPROVAL OF MINUTES:

MOTION BY COMMISSIONER LABRECHE TO APPROVE THE MINUTES OF SEPTEMBER 21, 2009 SUBJECT TO THE CORRECTION OF '960' ON PAGE 6; SECOND BY COMMISSIONER BRUSCHKE AND CARRIED BY A MAJORITY VOICE VOTE OF THE MEMBERS PRESENT 7-0.

REPORTS:

I. SUPPLEMENTAL PARKING STUDY:

PYLUSD request for on-street parking on La Jolla in front of Valadez Middle School

Mr. Wu gave a brief summary of the parking study addendum and made a recommendation to the Commission to approve the removal of the parking restriction on the north side of LaJolla Street.

Commissioner Chadha asked approximately how many cars could fit in the requested space. Mr. Wu responded six (6) cars could fit in the space, however there is no guarantee that only those having business with the school will park in the space.

Commissioner Labreche expressed concern over the safety of removing the parking restriction. Mr. Wu responded that the only safe recommendation is to remove the parking restriction on the north side of La Jolla Street.

Commissioner Labreche asked about the sight line distance for the ingress and egress of the faculty parking lot, as it was noted by Mr. Wu that is the area in which students were observed crossing outside of a crosswalk. Mr. Wu responded that the sight distance should be ten (10) feet. Commissioner Labreche added that he felt the distance would not be adequate for the area's traffic. Mr. Wu responded a sight line study could be done. A discussion ensued. Mr. Wu suggested increasing the set back distance to twenty (20) feet from the curb face.

Steve Umber of Valadez Middle School Academy at 1301 E. Orangethorpe Avenue Placentia, offered to address the Commission and was granted permission. He explained that the number of vehicles entering and leaving the faculty parking lot while students are being loaded or unloaded is very low. He added that the area with the highest student and parent traffic is at the farthest end of the school in comparison to the area being discussed.

Commissioner Stafford referred to an area of the diagram and asked if there were crosswalks at the location. Mr. Umber responded no, the school does not want crosswalks at the location as they do not want students crossing there.

Chairman Gorman requested staff verify with City Code, the required sight distance. Mr. Wu agreed to confirm compliance.

MOTION BY COMMISSIONER LABRECHE, SECONDED BY COMMISSIONER FAIA TO APPROVE THE REQUEST FOR PARKING ON LAJOLLA STREET AT VALADEZ MIDDLE SCHOOL ACADEMY. PASSED 7-0.

INFORMATION/COMMUNICATIONS:

1. APPOINTMENTS

Commissioner Bruschke was nominated by Commissioner Labreche for the Bicycle Safety Subcommittee. Commissioner Hernandez graciously volunteered

2. CURRENT SERVICE REQUEST LIST

Mr. Wu stated there were currently no service requests for discussion.

3. POLICE DEPARTMENT TRAFFIC SUMMARY

None.

4. DISCUSSION ITEMS BY ASSOCIATE ENGINEER

Mr. Wu stated that recent requests for signage from religious organizations have brought forth a need for a Religious Organization Sign Policy. The policy will address which organizations may have a sign, its location, the appearance, whom is responsible, etc.

There was a brief discussion by the Commission.

Commissioner Stafford asked if the policy would be the same for any type of organization. Mr. Wu responded no, the policy only pertains to religious organizations.

Commissioner Bruschke asked how the City is going to differentiate between religious organizations and other types of organizations. Mr. Wu responded there must be a specific designation.

Commissioner Faia asked if the proposed policy has been approved by the City Council. Mr. Wu responded that staff is requesting the Traffic Safety Commission approve the proposed policy and recommend approval to Council.

Commissioner Chadha expressed concern that organizations would be limited to using only one sign vendor, as shown in the proposed policy. Mr. Wu explained that religious organizations may use any sign company which meets the City's sign specifications and that additional vendors could be added to the policy.

Commissioner Stafford expressed concern over verbiage in the policy pertaining to the City's right to remove signs without notification or replacement of such.

MOTION BY COMMISSIONER LABRECHE, SECONDED BY COMMISSIONER FAIA TO APPROVE THE PROPOSED RELIGIOUS ORGANIZATION POLICY WITH THE RECOMMENDATION OF ADDITIONAL SIGN VENDORS BEING AVAILABLE TO ORGANIZATIONS. PASSED 6-1-0 (STAFFORD OPPOSED).

5. RESPONSE TO PRIOR MEETING ITEMS

None.

NON AGENDA ITEMS:

Commissioner Labreche spoke about the new center islands at the intersection of Bastanchury Avenue and Kraemer Boulevard. He stated the curbs need reflectors to be more visible at night. Mr. Wu responded he would suggest reflectors be added.

ADJOURNMENT: 8:00 p.m.

MOTION TO ADJOURN BY COMMISSIONER STAFFORD, SECOND BY COMMISSIONER BRUSCHKE, CARRIED BY A UNANIMOUS VOICE VOTE OF THE MEMBERS PRESENT 7-0, TO ADJOURN TO THE NEXT REGULAR MEETING.

JONATHAN WU, P.E., Associate Engineer
Secretary to the Traffic Safety Commission

/ss

TRAFFIC SAFETY COMMISSION REPORT

ORCHID DRIVE

RESIDENTIAL PERMIT PARKING ZONE RESCISSION

TSC NO.: 10-01

MEETING DATE: MARCH 15, 2010

REQUEST:

This is a request to rescind the residential permit parking zone on both sides of Orchid Drive between Bradford Avenue and Melrose Street (100 and 200 blocks). The basis for the request is a signed petition received by the City indicating that seventy-three (73%) of the residents are in favor of the rescission.

DISCUSSION:

The permit parking zone for Orchid Drive was originally established by City Council Resolution No. R-2004-55 on August 3, 2004. As a result, parking is not currently allowed on Orchid Drive from 7:00 AM to 3:00 PM Monday through Friday, without a permit.

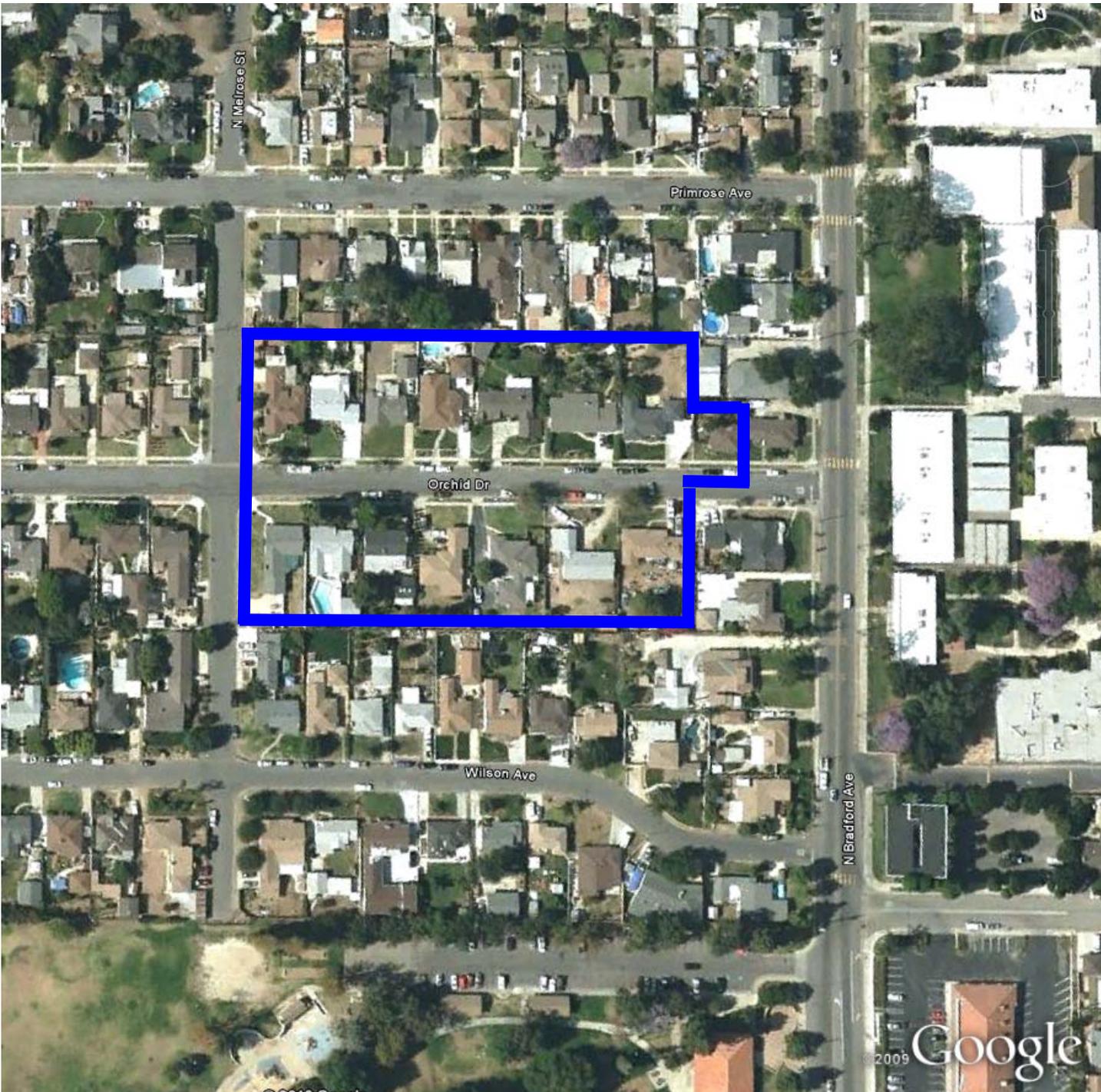
A petition requesting the rescission of the permit parking restriction was received by the City on January 4, 2010. The petition was signed by representatives of 11 of the 15 households, or seventy-three percent (73%), which exceeds the minimum sixty-seven percent (67%) required for the removal of permit parking.

RECOMMENDATION:

It is recommended that the rescission of the residential permit parking zone on Orchid Drive be approved.

Ruth Smith, P.E.
Traffic Engineer

Attachment: Location Map



LOCATION MAP

Orchid Drive

Residential Permit Parking Zone Rescission

TRAFFIC SAFETY COMMISSION REPORT

MOSS CIRCLE

RESIDENTIAL PERMIT PARKING ZONE RESCISSION

TSC NO.: 10-02

MEETING DATE: MARCH 15, 2010

REQUEST:

This is a request to rescind the residential permit parking zone on both sides of Moss Circle (600 block), a one-block cul-de-sac west of Seville Street. The basis for the request is a signed petition received by the City indicating that sixty-seven (67%) of the residents are in favor of the rescission.

DISCUSSION:

The permit parking zone for Moss Circle was originally established by City Council Resolution No. 99-R-143 on August 17, 1999. As a result, parking is not currently allowed on Moss Circle from 8:00 AM to 2:00 PM Monday through Friday, without a permit.

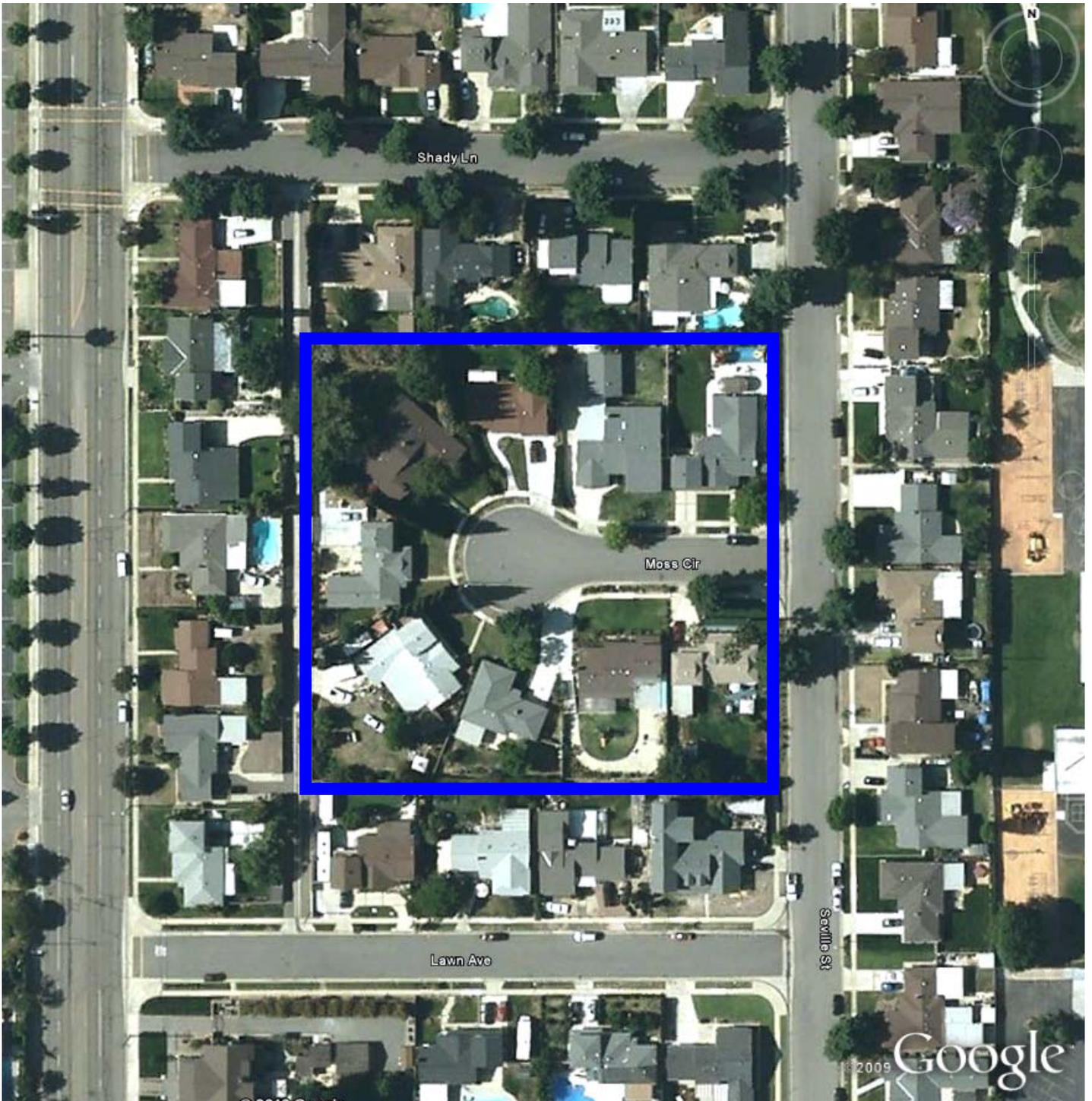
A petition requesting the rescission of the permit parking restriction was received by the City on February 9, 2010. The petition was signed by representatives of 6 of the 9 households, or sixty-seven percent (67%), which meets the minimum sixty-seven percent (67%) required for the removal of permit parking.

RECOMMENDATION:

It is recommended that the rescission of the residential permit parking zone on Moss Circle be approved.

Ruth Smith, P.E.
Traffic Engineer

Attachment: Location Map



LOCATION MAP

Moss Circle

Residential Permit Parking Zone Rescission

TRAFFIC SAFETY COMMISSION REPORT

SANTA FE AVENUE

PARKING RESTRICTION

TSC NO.: 10-3

MEETING DATE: MARCH 15, 2010

REQUEST:

This is a request to reduce the length of the existing red curb for No Parking on the north side of Santa Fe Avenue west of Bradford Avenue from 43 feet to 20 feet.

DISCUSSION:

Previously, a small median island was located on the west leg of Santa Fe Avenue at Bradford Avenue and red curb was installed on the north side of Santa Fe Avenue to provide adequate lane width for the safe passage of westbound traffic. Recently, the median was removed and the full street width was restored. The width of the westbound lane at Bradford Avenue is now approximately 19.5 feet, which is adequate for parking.

Since the No Parking restriction is no longer needed for the flow of traffic, the adjacent business (the Tlaquepaque Restaurant) has requested that the red curb be removed and parking allowed.

Reasons for retaining some or all of the red curb would be to provide corner sight distance, crosswalk clearance and/or pedestrian visibility. The red curb is not needed for corner sight distance, however, since it would be for southbound Bradford Avenue motorists' view of eastbound traffic on Santa Fe Avenue. Since eastbound and southbound traffic have stop signs, sight distance at the northwest corner of the intersection is not an issue. More than half of the crosswalk width (approximately 6.5 feet of 10 feet) is currently within the red zone. Although, technically, parking is not allowed in crosswalks, the red curb in the crosswalk should be retained as a reminder. It is also common practice, especially where there is heavy parking, to provide a buffer between a crosswalk and parked vehicles to improve the visibility of pedestrians stepping into the crosswalk. Based on these considerations, more than half of the red curb could be removed, with 20 feet retained at the corner for crosswalk clearance and

pedestrian visibility. Approximately 23 feet, or about one car length, of additional parking would be available.

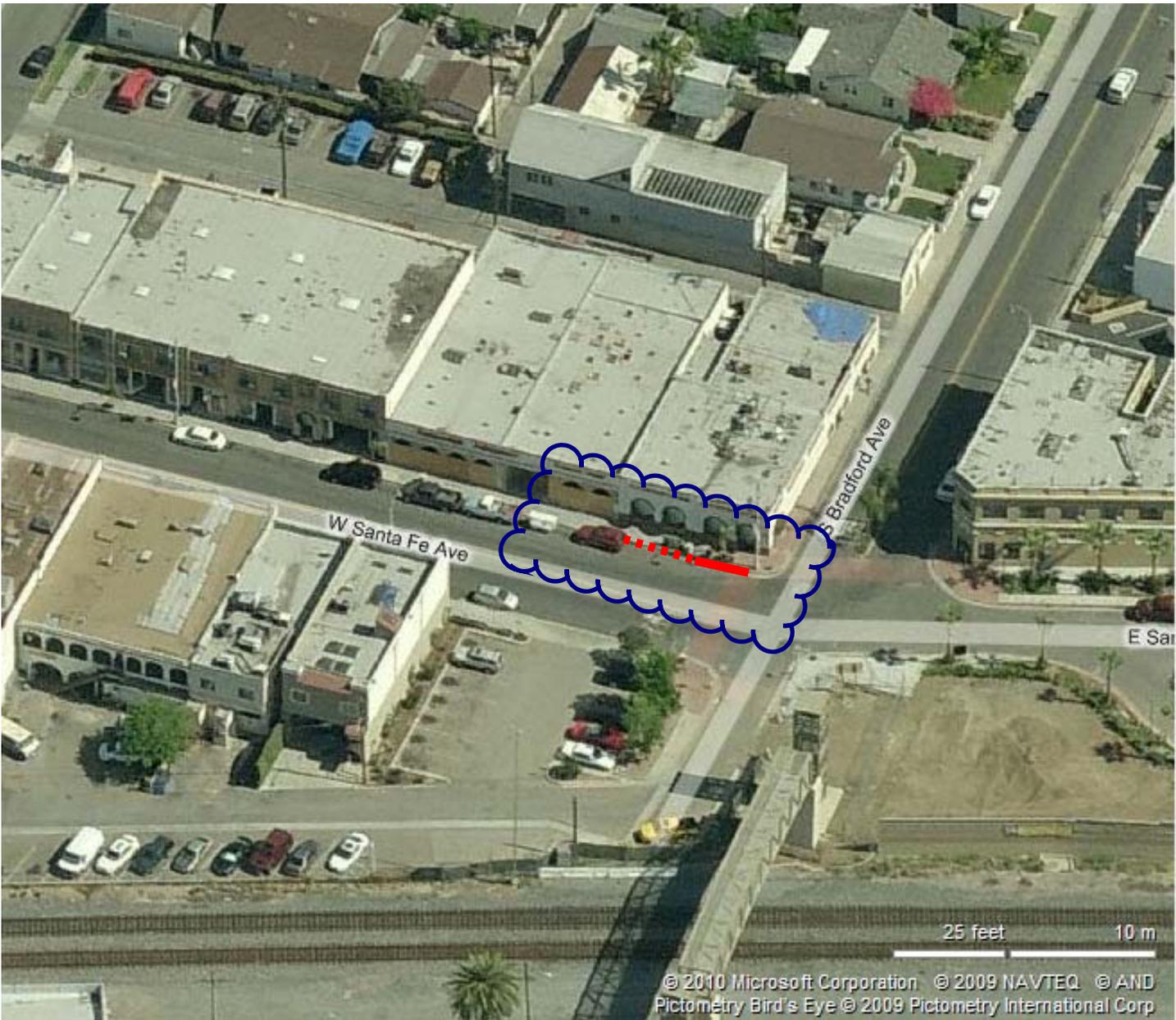
RECOMMENDATION:

It is recommended that the existing red curb on the north side of Santa Fe Avenue west of Bradford Avenue be reduced in length from 43 feet to 20 feet.

A handwritten signature in black ink that reads "Ruth M. Smith". The signature is written in a cursive style.

Ruth Smith, P.E.
Traffic Engineer

Attachment: Location Map



LEGEND:

- = Existing Red Curb to be Removed (23 feet)
- = Existing Red Curb to be Retained (20 feet)

**LOCATION MAP
Santa Fe Avenue
Parking Restriction**

TRAFFIC SAFETY COMMISSION REPORT

STOP SIGNS

RICHFIELD ROAD AT MIRALOMA AVENUE

TSC NO.: 10 - 04

MEETING DATE: MARCH 15, 2010

REQUEST:

This is a request to install stop signs on Richfield Road at Miraloma Avenue, creating a four-way stop, as an interim measure until a traffic signal can be installed.

DISCUSSION:

Existing Conditions

The intersection is four-way with Richfield Road as the north-south street and Miraloma Avenue as the east-west street. Richfield Road is a three-lane roadway with one lane northbound and two lanes southbound at the intersection. The southbound lanes merge into one lane south of the intersection. The posted speed limit on Richfield Road is 45 miles per hour. Miraloma Avenue is a four-lane roadway, with two lanes in each direction, controlled by stop signs at Richfield Road. The speed limit on Miraloma Avenue is 45 miles per hour west of Richfield Road and 35 miles per hour east of Richfield Road.

Nearby traffic controls on Richfield Road include traffic signals at Orangethorpe Avenue, located approximately 2,000 feet northerly of Miraloma Avenue, and at La Palma Avenue located approximately 950 feet southerly.

Data from the 2006 City-wide Speed Zone Study indicates the 85th percentile speed on Richfield is 44 miles per hour. Thus, the 45 mile-per-hour speed limit is appropriate.

A traffic count taken on February 18, 2010 revealed that 9,001 vehicles passed through the intersection on Richfield Road and that 2,751 vehicles entered the intersection from Miraloma Avenue.

Warrants for Multi-way Stop Control

Businesses adjacent to the intersection have expressed concern about the high number of traffic collisions at the intersection and requested that stop signs be installed on Richfield Road, making a four-way stop.

Since there are negative effects related to stop signs, guidelines (warrants) have been developed by state and federal authorities to provide thresholds for traffic conditions that indicate whether certain traffic control devices are appropriate for a particular location. The warrants are based on nation-wide research and experience.

The installation of stop signs on Richfield Road would result in multi-way stop control. The warrants in the California Manual on Uniform Traffic Control Devices (CA MUTCD) are typically used to evaluate the desirability of this action. The CA MUTCD indicates multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal, and it may be warranted under the following conditions:

- A. Where a traffic signal is warranted, a multi-way stop control may be installed as an interim measure that can be installed quickly to control traffic until a traffic signal can be installed.
- B. Where an crash problem exists, as indicated by five or more traffic collisions within a 12 – month period, that could be corrected by multi-way stop control.
- C. Where traffic volumes exceed the following thresholds:
 - 1. The vehicular volume from the major street (Richfield Road) approaches (total of both directions) averages at least 300 vehicles per hour for any eight hours of an average day, and;
 - 2. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street (Miraloma Avenue) approaches (total of both approaches) averages at least 200 units per hour during the same eight hours, and;
 - 3. The average vehicle delay to minor-street vehicular traffic is at least 30 seconds per vehicle during the highest hour.
- D. Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values.

Warrant Analysis

Traffic conditions at this time satisfy the warrants for traffic signal installation, thus Criterion A is satisfied.

Four traffic collisions were reported within a 12-month period (2008), which is less than the required five, thus Criterion B is not satisfied.

The major street volume average for the eight highest hours is 640, which exceeds the required 300 vehicles per hour, and the volume entering the intersection from Miraloma Avenue is 212 which exceeds the required 200. Therefore, the volume requirements of Criterion C are satisfied.

Criterion D is met since Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values.

Although the intersection meets the warrants for a four-way stop, the volume of traffic on the intersecting roads are not approximately equal. The traffic volume on Richfield Road is more than three times the traffic volume on Miraloma Avenue. This is an important consideration. In this type of situation, there is often no traffic on the minor cross-street when major street traffic stops. This can lead to unsafe driver behavior, including “rolling” through the intersection or not stopping at all. Normally, such a difference in traffic volumes would result in a recommendation to not install a multi-way stop.

In this case, however, there are mitigating circumstances. Eight collisions have occurred at the intersection in the last two years, two of them in January 2010. Seven of the eight collisions are correctable by a multi-way stop or traffic signal. The geometry of the intersection is unusual since Miraloma Avenue has more lanes than Richfield Road, giving the impression that Miraloma is the major street. Many of the collisions are reportedly due to motorists on Miraloma thinking that traffic on Richfield has stop signs and will stop. In an effort to reduce the misunderstanding, the City installed “Cross Traffic Does Not Stop” signs below the stop signs on Miraloma Avenue. They have not been entirely effective, however, in reducing the traffic collisions.

The circumstances noted above out-weigh the possible unsafe driver behavior resulting from the installation of a multi-way stop, and the seven collisions indicate that the warranted traffic signal is urgently needed. It is concluded, therefore, that stop signs should be installed on Richfield Road as an interim measure until a traffic signal is installed.

Since motorists on Richfield Road will not be expecting the new stop signs, advance warning should be installed in conjunction with the new stop signs. This would include “Stop Ahead” signs and street markings for both directions, with flashing beacons provided with the “Stop Ahead” signs for at least 30 days after the signs are installed. The traffic collisions at the intersection should also be monitored for any increase in the number or severity of collisions due to the stop signs, and any necessary corrective action taken.

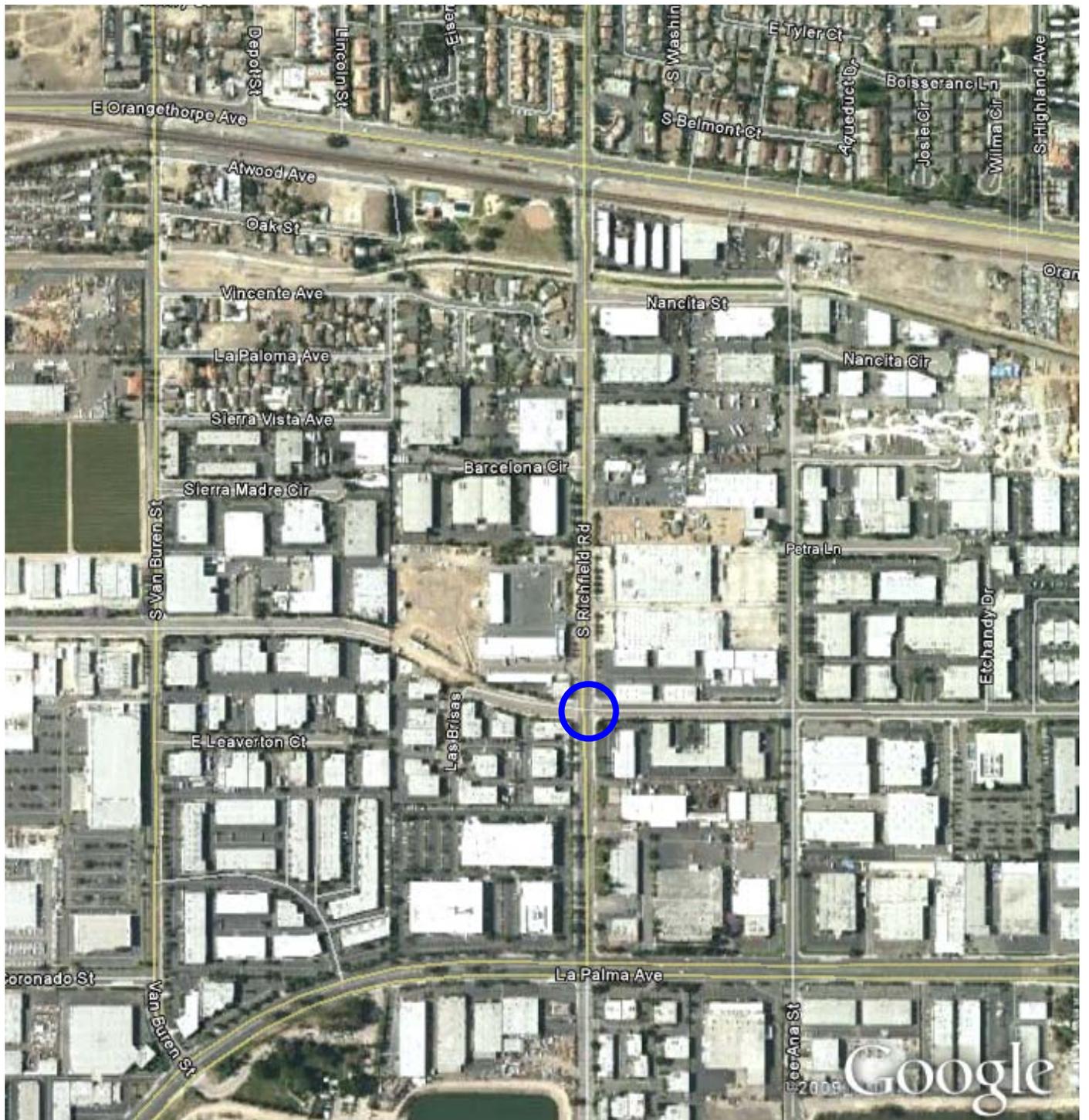
RECOMMENDATION:

It is recommended that stop signs be installed on Richfield Road at Miraloma Avenue as an interim measure until the warranted traffic signal is installed, and that the traffic collisions at the intersection be monitored.



Ruth Smith, P.E.
Traffic Engineer

Attachments: Location Map
Intersection Layout



LOCATION MAP
Richfield Road & Miraloma Avenue
Stop Signs



INTERSECTION LAYOUT
Richfield Road & Miraloma Avenue
Stop Signs