



Placentia Traffic Safety Commission

401 E. Chapman Avenue
Placentia, CA 92870

7:00 P.M. COMMUNITY MEETING ROOM

AGENDA

MEETING DATE: Regular Meeting, March 19, 2012

PLEDGE OF ALLEGIANCE

ROLL CALL: VICE CHAIR CHADHA
COMMISSIONER BRUSCHKE
COMMISSIONER GORMAN
COMMISSIONER HERNANDEZ
COMMISSIONER HUTAIN
COMMISSIONER LABRECHE
COMMISSIONER STAFFORD

APPROVAL OF MINUTES: Regular Meeting, May 16, 2011
Regular Meeting, November 21, 2011

ELECTION OF OFFICERS:

1. Election of Chair
2. Election of Vice Chair

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. TRAFFIC CONTROL: Resident-Only Permit Parking
TSC NO. 12-01 Moonbeam Street & Primrose Avenue
Requested by Sheila Lee & Yolanda Velasquez

INFORMATION/COMMUNICATIONS:

1. POLICE DEPARTMENT TRAFFIC SUMMARY
Statistical update on accident and enforcement information provided by the Placentia Police Department.
2. DISCUSSION ITEMS BY TRAFFIC ENGINEER
Presentation of other items of interest.
3. RESPONSE TO PRIOR MEETING ITEMS
Update of items discussed at prior meetings.

NON AGENDA ITEMS:

ADJOURNMENT:

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) 993-8131. 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, 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 19, 2012 of the Traffic Safety Commission of the City of Placentia was posted on March 15, 2012.

Ruth M. Smith

Ruth Smith, PE
Traffic Engineer

**PLACENTIA TRAFFIC SAFETY COMMISSION
MINUTES OF THE SPECIAL MEETING
November 21, 2011**

The Regular meeting of the Placentia Traffic Safety Commission of November 21, 2011 was called to order at 7:10 p.m. in the Community Meeting Room, 401 E. Chapman Avenue Placentia by Vice Chair Chadha.

PLEDGE OF ALLEGIANCE: Led by Commissioner Labreche

ROLL CALL: Present: Vice Chair Chadha
Commissioner Brusckke
Commissioner Hutain
Commissioner Labreche

Absent: Commissioner Stafford
Commissioner Gorman
Commissioner Hernandez

STAFF PRESENT: Ruth Smith, Traffic Engineer
Scott Millsap, Traffic Sergeant
Sara Salazar, Administrative Assistant

APPROVAL OF MINUTES:

The approval of the May 16, 2011 minutes was tabled to the next regular meeting.

SWEARING-IN OF COMMISSIONERS:

Bruce Hutain was sworn in prior to the start of the meeting.

ELECTION OF OFFICERS:

The election of Chair and Vice Chair was tabled to the next regular meeting.

PUBLIC COMMENTS:

Vice Chair Chadha invited public comments on items which are not public hearings.

Mr. and Mrs. George and Sarah Guidi, 531 W. Madison Avenue, addressed the Commission concerning the lack of parking available in their neighborhood, the poor condition of the surface of Madison Avenue as well as the low frequency of street sweeping due to cars not being moved on sweeper days.

Commissioner Brusckke asked Mrs. Guidi if she preferred permit parking or parking restrictions. Mrs. Guidi responded that she prefers no overnight parking. Sgt. Millsap stated there are currently no overnight parking restrictions in the City. Mrs. Guidi asked if she was allowed to paint her curb red. Commissioner Labreche responded no, residents are not allowed to paint their curbs red.

Commissioner Bruschke advised Mr. and Mrs. Guidi of two (2) options, to request a parking restriction or to request permit parking. Mrs. Guidi indicated she would like permit parking.

Commissioner Labreche asked Mrs. Guidi if other neighbors are complaining about this issue. Mrs. Guidi responded, no, not that she knows of. One of her neighbors previously had the permit parking rescinded.

Commissioner Labreche asked if the problem existed prior to the previous permit parking being established. Mrs. Guidi responded yes.

Commissioner Hutain asked what is on the other side of the street. Mr. Guidi responded that there are more houses on the other side of the street.

Commissioner Bruschke added in response to concerns about street sweeping frequency, that the City does not post street sweeping signage on arterial streets; therefore cars do not get moved. Mrs. Guidi expressed some frustration. Ms. Smith stated she would speak with the City's maintenance crew about a solution.

Mrs. Guidi asked when Madison Avenue will be re-paved and asked if it was in the budget. Commissioner Bruschke advised that those decisions are not made by the Traffic Safety Commission.

Vice Chair Chadha closed the public comments.

REPORTS:

I. TRAFFIC CONTROL: TSC NO. 11-04 Bradford Avenue at Valencia High School Requested by Steve Umber, PYLUSD

This is a request to install "No Stopping 7 to 8 AM, 2 to 4 PM, School Days, Buses Exempt" signage on the east side of Bradford Avenue north of Anned Drive to establish a bus loading zone for Valencia High School (see Exhibit 1).

Ms. Smith gave the staff report and the follow recommendation was made:

1. Creation of a bus loading zone by installing "No Stopping 7 to 8 AM, 2 to 4 PM, School Days, Buses Exempt " signs on the east side of Bradford Avenue to 1,750 feet north of Anned Drive.

Ms. Smith invited Mr. Umber to address the commission on the item. Mr. Steve Umber, Director of Transportation for PYLUSD 1301 E. Orangethorpe Avenue, stated that loading and unloading as well as parking has been a problem at Valencia High School for many years. These signs will allow the buses to more easily load and unload.

Commissioner Hutain asked if the proposed loading zone is wide enough. Ms. Smith responded that the lane is wide enough to accommodate the buses and will aid in calming traffic as vehicles will slow down to pass. Commissioner Hutain proposed having buses unload in the school parking

lot. Mr. Umber stated that all available parking spaces are needed and that buses are not conducive to the parking lot.

MOTION BY COMMISSIONER LABRECHE SECOND BY COMMISSIONER BRUSCHKE TO APPROVE STAFF RECOMMENDATIONS FOR TSC NO. 11-04; PASSED 4-0-3 (GORMAN, HERNANDEZ AND STAFFORD ABSENT).

PRESENTATION:

O.C. Bridges Grade Separation Project Status

Presenters: City Project Manager Roy Stephenson and OCTA Staff

Ms. Tresa Oliveri, Public Communications External Affairs at OCTA 550 S. Main St Orange, 92863 began the presentation. She presented renderings of what Placentia Avenue and Kraemer Boulevard will look like when complete.

Commissioner Labreche asked how long the project would take for completion. Ms. Oliveri responded approximately two (2) years.

She stated that Kraemer Blvd. and Placentia Ave. will be constructed at the same time because the Burlington Northern Santa Fe railroad requires a 'shoofly', or a temporary train track, to allow trains to continue running. However, the quiet zone will not be in effect during this time due to construction activity. Night work will occur up to 150 evenings at Kraemer Blvd. because BNSF will dictate when OCTA can work in their right of way.

Commissioner Brusckhe asked if the quiet zones would still be effect during daytime construction. Ms. Oliveri replied that the quiet zones will not be in effect at all and therefore contractors will take measures to avoid causing excessive horn blowing by the train engineers.

Commissioner Labreche asked where Placentia Avenue would be closed. Ms. Oliveri passed out maps which detailed road closures and designated detours.

Commissioner Brusckhe asked if the State College Boulevard closure has been coordinated with the Placentia Avenue closure. Ms. Oliveri responded that the work on Placentia Avenue will be almost finished when State College Blvd. construction begins in 2013.

Commissioner Hutain asked if the work on Rose Drive will occur simultaneously with Kraemer Blvd. Ms. Oliveri responded that yes it will, but Rose Drive will have a bypass road that will remain open during construction.

Commissioner Labreche asked about the closure of the shopping center at the North East corner of Rose Drive and Orangethorpe Avenue. Ms. Oliveri stated the connector of the overpass will be constructed at that location.

Commissioner Hutain asked if the timing of the traffic signals will be adjusted. Mr. Stephenson responded that the City has control of the signal timing.

Ms. Oliveri then showed a simulation video from OCTA's website of what the Grade Separations will look like once they are complete.

Mr. Stephenson advised the Commission that both the Kraemer Blvd. and the Placentia Avenue Grade Separations projects have been awarded to contractors by OCTA. The City, along with neighboring cities, will issue OCTA an Encroachment Permit with terms and conditions for the construction. Extensive traffic management plans have been prepared in an attempt to address any traffic issues that arise. The City will retain the responsibility for traffic signal timing.

Mr. Umber asked if the passing trains will slow down for the construction. Mr. Stephenson responded that it will depend on the judgment of the train engineer.

Mr. Stephenson expressed concern over the designated detour routes and the impact it will have on surrounding streets if traffic does not follow them. Cameras will be installed in the downtown area to monitor peak hour congestion and funds are available in the case that additional enforcement is needed by the Police Department. The traffic management plan is extensive; however OCTA will be reactive to whatever modifications are necessary. Construction is scheduled to begin after the 1st of January, 2012 with the closure of Kraemer Blvd. estimated around June 2012. Placentia Avenue is scheduled to remain open except for a period of 54 total days.

Mr. Umber asked if the school district and other affected entities could be given 60 days notice of the closure of Kraemer Blvd. once a date is known. Mr. Stephenson responded that it is possible. Ms. Oliveri added that currently OCTA is receiving schedules from the contractor, which must be received before the Notice to Proceed will be given.

Commissioner Labreche asked if the contractors are local or out of state. Ms. Oliveri responded that both contractors are local and came in under the engineers estimates. Part of the Grade Separations Project funding will come from Proposition 1B funds which are first come, first served.

Commissioner Hutain asked if there are any bike lanes in the plans. Mr. Stephenson responded that the plans do not include bike lanes however there are bike routes around the projects. Commissioner Hutain asked about the bike routes from North to South. Mr. Stephenson advised the bike route around Placentia Avenue is Santa Fe Avenue to Melrose Street and the bike route around Rose Drive would be Jefferson Avenue.

INFORMATION/COMMUNICATIONS:

Police Department Traffic Summary

Sergeant Millsap presented the Police Department Traffic Summary.

Accidents are down 5% from last year with no Fatal Accidents year to date. Personal injuries are up 14% which could be a result of more carpooling vehicles. Property damage collisions are down 14%. Pedestrians injured are up 100%. Bicyclists injured are up 46% and Hit and Run Accidents and still going down, currently by 18%. Total Citations are down 10% from last year, D.U.I. Accidents are up 7% and D.U.I. Arrests are down by 9%. He went on to say that the Police

Department was not able to get the D.U.I. grant renewed due to more applications from other Agencies and improved D.U.I. rates.

Commissioner Chadha asked how much the D.U.I. grant typically is for. Sgt. Millsap replied that it is usually for a few hundred thousand dollars.

Sgt. Millsap indicated the City of Placentia will be participating in the North County Avoid Grant with the Anaheim Police Department which includes a checkpoint, a multi-agency checkpoint and five (5) saturation patrols.

Commissioner Hutain asked which intersections pedestrians are getting injured at. Sgt. Millsap responded that there are no intersections in particular; pedestrians are injured all over the City.

Ms. Smith asked if the statistics include the pedestrians injured at Golden Avenue and Valencia Avenue earlier in the year. Sgt. Millsap responded that those statistics will be included in next month's report.

Sgt. Millsap spoke about the monies that OCTA will contribute for enforcement in the downtown area and the video monitors that will be set up. He stated that until the roads are closed and construction begins they don't know what to expect.

DISCUSSION ITEMS BY TRAFFIC ENGINEER

Ms. Smith advised the Commission of upcoming meeting items. A request was received from residents on Harmony Lane for permit parking due to the high volume of college students using the street. Commissioner Brusckke stated the City of Fullerton has just implemented two (2) hour parking which may be pushing more students to find parking in Placentia. Another item is to close a pedestrian gate on Seville Drive to re-route parents who are dropping off students, to the pedestrian gate on Trumpet Avenue. Ms. Smith advised the Commission that the General Plan Circulation Element is in the process of being updated. Traffic counts are being conducted in the City for the General Plan update, citywide speed limit updates as well as grant applications. Sgt. Millsap asked if a speed survey will be conducted at the newly signalized intersection of Bradford Avenue and Madison Avenue for speed enforcement. Ms. Smith stated that she would work on having a city-wide speed survey done in the next 12 months.

ADJOURNMENT:

Vice Chairman Chadha adjourned the Traffic Safety Commission meeting at 8:40 p.m. to the next regularly scheduled meeting on January 16, 2012 at 401 East Chapman Avenue, Placentia.

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

**PLACENTIA TRAFFIC SAFETY COMMISSION
MINUTES OF THE SPECIAL MEETING
May 16, 2011**

The Regular meeting of the Placentia Traffic Safety Commission of May 16, 2011 was called to order at 7:00 p.m. in the Community Meeting Room, 401 E. Chapman Avenue Placentia by Chair Faia.

PLEDGE OF ALLEGIANCE: Led by Commissioner Bruschke

ROLL CALL: Present: Chair Faia
Vice Chair Chadha
Commissioner Bruschke
Commissioner Stafford
Commissioner Gorman
Commissioner Hernandez

Absent: Commissioner Labreche

STAFF PRESENT: Ruth Smith, Traffic Engineer
Scott Millsap, Traffic Sergeant
Sara Salazar, Administrative Assistant

APPROVAL OF MINUTES:

MOTION BY VICE CHAIR CHADHA TO APPROVE THE MINUTES OF MARCH 21, 2011; SECOND BY COMMISSIONER BRUSCHKE. PASSED 4-0-1-2 (LABRECHE ABSENT, GORMAN AND HERNANDEZ ABSTAINED).

INTRODUCTION OF NEW POLICE CHIEF:

Sergeant Millsap introduced Chief of Police Rick Hicks to the Traffic Safety Commission. Chief Hicks expressed gratitude towards the Commission for their dedication to improving traffic safety.

PUBLIC COMMENTS:

Chair Faia invited public comments on items which are not public hearings. There were none and Chair Faia closed the public comments.

PRESENTATION:

SR-57 Northbound Widening Project Update

Presenters: Arshad Rashedi of the California Department of Transportation (Caltrans) and Jenny Corsey of Westbound Communications

Arshad Rashedi of Caltrans provided an update on the widening of the Northbound 57 Freeway from Orangethorpe Avenue to Lambert Road. The goal is to reduce congestion

and increase traffic flow by adding a northbound lane, merge lane, sound walls, retaining walls and bridge widenings. The projected completion date is Summer 2014.

Jenny Corsey of Westbound Communications noted that her firm has been hired for the public awareness campaign. She explained that they are making information and updates available through various social media outlets such as Twitter and Facebook. They also have a construction help line, an active website which is updated regularly, and they will continue to hold public meetings as needed.

Chief Hicks asked if the information could be added to the City's website. Ms. Corsey said that informational links could be added to the website.

Mr. Steve UMBER, Director of Transportation for the Placentia-Yorba Linda School District asked how the closure of Kraemer Boulevard for the Grade Separation Projects will affect the freeway construction congestion. Mr. Rashedi stated that traffic counts were performed for the Traffic Management Plan (TMP) and construction will be coordinated with the Grade Separation Projects.

Ms. Smith asked how often Traffic Management meetings are held. Ms. Corsey responded that meetings are held every 2 (two) weeks with Cities and project managers. Ms. Smith advised the Commission that at their request, she can forward any updates she receives.

REPORTS:

I. TRAFFIC CONTROL: TSC NO. 11-03A Pedestrian Safety Concerns- Cartlen Drive and Brooklyn Avenue Requested by the City Administrator

This is a request to install a crosswalk as well as to improve traffic congestion that results from parents using the neighborhood as a pick-up and drop-off area for Golden Elementary School students.

Ms. Smith gave the staff report.

Ms. Smith shared comments she received via email from a resident at 2243 Cartlen Drive. The resident, Kim Novak, expressed opposition to the City painting the curb red in front of her home. Ms. Smith proposed the possibility of shortening the new red curb from 15 feet to 5 feet.

The following recommendations were made:

1. Install a yellow painted crosswalk on Cartlen Drive at Brooklyn Avenue with advance warning signs.
2. Install red curb for No Stopping Any Time at the intersection of Cartlen Drive and Brooklyn Avenue.
3. Install a "No Parking 7:30 AM to 8:30 AM, 1:00 PM to 3:00 PM, School Days Only" zone on Golden Avenue.

Ms. Smith invited Mr. Umber to provide an update on actions taken by the Placentia-Yorba Linda Unified School District related to this issue. Mr. Umber stated that by the end of the summer, the school district will complete the construction at George Key Elementary School. This will allow the removal of the temporary "No Parking, Bus Exempt" restriction in front of the school. He suggested the zone be returned to its prior use, which included parking spaces, or to create a zone with parking limitations to allow a 'queuing' lane, once the construction is complete. He added that the school district is also planning to add a two (2) lane entry into the parking lot by the end of summer to enable westbound vehicles to enter the parking lot simultaneously with eastbound vehicles.

Chair Faia asked if the parking spaces in the front of the school are used. Mr. Umber stated yes, they are used by school staff.

Ms. Smith asked if the proposed hours for the Golden Avenue parking restriction will be acceptable. Mr. Umber responded, "Yes".

Chair Faia asked if parents will be notified of changes, once improvements are completed. Mr. Umber responded that yes, the Golden Elementary principal is diligent in communicating with parents.

Chair Faia invited any public comments for the item.

Mr. Alan Frank, 813 Brooklyn Avenue, expressed thanks to the City for their efforts to improve the situation and to the police department for providing enforcement.

Ms. Suzanne Wulff, 808 Brooklyn Avenue, stated she is pleased with the continuing efforts.

Mr. David McNutt, 819 Brooklyn Avenue expressed thanks.

Ms. Roxanne Skovira 2214 Cartlen Avenue, expressed thanks.

Chair Faia closed the public comments.

Discussion ensued among the Commission regarding the red curb in front of 2243 Cartlen Drive.

MOTION BY COMMISSIONER HERNANDEZ TO APPROVE STAFF RECOMMENDATIONS INCLUDING THE REDUCTION OF RED CURB FROM 15 (FIFTEEN) FEET TO 5 (FIVE) FEET IN FRONT OF 2243 CARTLEN DRIVE FOR TSC NO. 11-03A; SECOND BY COMMISSIONER STAFFORD. PASSED 6-0 (LABRECHE ABSENT).

INFORMATION/COMMUNICATIONS:

Ms. Smith advised the Commission she would have another school district item at the next regular meeting.

Sergeant Millsap presented the Police Department Traffic Summary. Total collisions are down 12% from last year, hit- and-run accidents are down 6%, impounded vehicles are down 22%, D.U.I. accidents are down 18% and D.U.I. arrests are down 13%.

Chair Faia asked if the Traffic Division of the Police Department is still short-staffed. Sgt. Millsap responded that aside from himself, there is one (1) full time motor officer, one officer currently on leave and two (2) vacant motor officer positions.

Commissioner Stafford asked if checkpoints are still in place. Sgt. Millsap responded that a checkpoint was recently held which resulted in three (3) arrests and 10 impounded vehicles. He added that the current OTS grant expires in September 2011 and the Police Department is waiting to hear for next year's grant.

Ms. Smith advised the Commission that the intersection improvements at the intersection of Bradford Avenue and Madison Avenue are almost complete.

Chair Faia asked if there was any update on items from the last meeting. Ms. Smith responded that the signs are on order.

ADJOURNMENT: 8:15 p.m.

Chair Faia adjourned the Traffic Safety Commission meeting to the next regularly scheduled meeting on May 16, 2011 at 401 East Chapman Avenue, Placentia.

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

TRAFFIC SAFETY COMMISSION REPORT
RESIDENT – ONLY PERMIT PARKING
HARMONY LANE & MOONBEAM DRIVE

TSC NO.: 12 - 01

MEETING DATE: MARCH 19, 2012

REQUEST:

Petitions requesting establishment of resident-only permit parking zones were received, as follows:

1. Both sides of Harmony Lane from Valencia Avenue to Stardust Drive (88% support)
2. Both sides of the Moonbeam Drive cul-de-sac north of Harmony Lane (89% support)

DISCUSSION:

Harmony Lane and Moonbeam Drive are located on the west side of the City (see Exhibit 1). Harmony Lane, which is two blocks long, intersects Placentia Avenue midway between Chapman Avenue and Primrose Avenue (see Exhibit 2). Moonbeam Drive is a cul-de-sac off of Moonbeam Drive one block east of Placentia Avenue. Harmony Lane dead-ends at the Stardust Drive cul-de-sac one block further.

The residents' requests are based on the following concerns caused by non-resident parking:

1. Vehicles being parked solidly in front of the houses, occupying all of the spaces, encroaching into residents' driveways thereby impeding ingress and egress, and impairing sight distance for residents when backing from their driveways. The same cars are seen parked in the same spots day after day.
2. The closely parked vehicles prevent residents from putting their trash cans out, thereby denying the residents access to trash pick-up.
3. Trash and litter is left in the streets and on the front lawns.
4. Occupants of the parked vehicles are often noisy at late hours and disturb the residents.

The residents attribute the influx of non-resident parking primarily to Cal State Fullerton students, who find it less costly and more convenient to park on the streets instead of

on campus. The residents also report 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 (attached). 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 22, 2012 at hourly intervals from 10 AM through 10 PM and on Tuesday, February 28 at hourly intervals from 6 AM through 9 AM. The residents are requesting permit parking at all times. Rather than taking counts through the night, it was judged that the surveys at 6 AM and at 10 PM would adequately represent overnight conditions.

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 29 available parking spaces on Harmony Lane and 14 available parking spaces on Moonbeam Drive.

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 number of parked vehicles that belonged to residents and non-residents, the percent of the available parking spaces that were

occupied by residents and non-residents, the percent of the occupied spaces that were used by residents and non-residents, the total number of parked vehicles and the total percent of available parking spaces that were occupied.

TABLE 1
 Summary of Field Data Survey Results
 February 22, 2012/February 28, 2012, 6 AM - 10 PM

Parameter	Harmony Lane	Moonbeam Drive
Residents		
Number of Parked Vehicles	3 - 6	1 - 5
% of Available Spaces	10% - 21%	7% - 36%
% of Occupied Spaces	13% - 50%	14% - 67%
Non-Residents		
Number of Parked Vehicles	6 - 22	2 - 6
% of Available Spaces	21% - 76%	14% - 43%
% of Occupied Spaces	50% - 88%	33% - 86%
Total¹		
Number of Parked Vehicles	11 - 27	4 - 9
% of Available Spaces Occupied	38% - 93%	29% - 64%
¹ The sum of the resident and non-resident ranges do not add up to the total ranges since the minimums and maximums do not occur at the same time for both groups.		

The graphs shown in Exhibits 3 – 6 illustrate the hour-by-hour results of the field survey for the two streets. Exhibit 3, which shows the percent of the available parking spaces that are occupied on Harmony Lane for each hour the survey was taken, demonstrates that the 75% minimum requirement was met on Harmony Lane for 8 of the 17 hours of the survey period, from 1 PM through 7 PM, and that it was substantially met (greater than 60%) for another 5 hours. Exhibit 4 shows that the more-than-50% minimum requirement of non-resident vehicles was met on Harmony Lane for all but one of the surveyed hours, and for that hour, it was 50%. For 10 of the 17 hours it was above 80%.

The graphs on Exhibits 5 and 6 illustrate the results of the survey for Moonbeam Drive. Exhibit 5 shows that the 75% minimum requirement for occupied parking spaces was not met for any of the survey hours. The maximum was 64%. For 10 of the 17 hours, it was 50% or more. Exhibit 6 demonstrates that the more-than-50% minimum requirement for non-resident vehicles was met for 11 of the 17 hours. The maximum was 86% for two of the hours.

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

NO.	CRITERIA	SATISFIED?	
		Harmony Lane	Moonbeam Drive
1	67% of households represented on a petition	Yes (88%)	Yes (89%)
2	75% or more of the available parking spaces are occupied throughout the proposed restricted hours	No ¹	No
3	More than 50% of the parked vehicles are non-resident	No ²	No
4	Proposed zone has logical limits continuing to the end of the block or other reasonable limits	Yes	Yes
5	Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations	Yes ³	Yes ³
6	Police Department determines enforcement is feasible	Yes	Yes
7	No alternative solution to the parking problem is reasonably feasible or practical	Yes	Yes
¹ Not for the full 24 hours, but all afternoon and into the evening. ² Satisfied for all but one hour, which was at 50%, not more than 50%. ³ If permit parking is established on both streets. If not, non-residents will probably migrate to park on the street that does not have permit parking. It is not clear how likely non-residents would be to migrate to Stardust Drive if permit parking is established on both Harmony Lane and Moonbeam Drive.			

The parking conditions on Harmony Lane substantially satisfy the criteria except No. 2, which is met for 8 of the 17 survey hours. The criteria are not met, however, for Moonbeam Drive. Given the proximity of Moonbeam Drive to Harmony Lane, it is very probable that implementation of a permit parking zone on Harmony Lane would result in a migration of non-residents to park on Moonbeam Drive. Therefore, it is considered necessary to include Moonbeam Drive in consideration of the zone on Harmony Lane.

It should also be noted that a petition was circulated at the same time for Stardust Drive, which is a cul-de-sac at the end of Harmony Lane (see Exhibit 2). Of the 16 homes on Stardust Drive, only 6 (38%) signed the petition. Since they did not meet the minimum 67% requirement, no further consideration was given to their request. Based on

informal field reviews at different times of the day, there is very little, if any, parking intrusion on Stardust Drive at this time. Should permit parking be implemented on Harmony Lane and Moonbeam Drive, it is not clear if the non-residents would venture as far as Stardust Drive to find parking or would assume that the parking restriction applied there as well.

As required by the guidelines, notices of this meeting were sent to residents on Harmony Lane and Moonbeam Drive. The guidelines also require notification of residents within three hundred feet of the proposed zone and the source of the non-resident parking. Accordingly, notices were also sent to residents of Stardust Drive, residents on the east side of Placentia Avenue north of Harmony Lane, and the owner of the apartment building to the south of Harmony Lane.

RECOMMENDATION:

1. Because the guideline's criteria are substantially satisfied on Harmony Lane, and because establishment of a zone on Harmony Lane would likely result in a migration of non-resident parked vehicles to Moonbeam Drive, it is recommended that a resident-only permit parking zone be established that includes Harmony Lane and Moonbeam Drive.
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.



Ruth Smith, P.E.
Traffic Engineer

Attachments: Exhibit 1 – *Vicinity Map*

Exhibit 2 – *Location Map*

Exhibit 3 – *Graph of Harmony Lane % Occupied Parking Spaces*

Exhibit 4 – *Graph of Harmony Lane % Non-Resident Parked Vehicles*

Exhibit 5 – *Graph of Moonbeam Drive % Occupied Parking Spaces*

Exhibit 4 – *Graph of Moonbeam Drive % Non-Resident Parked Vehicles*

Residential Permit Parking Procedures and Guidelines

EXHIBIT 1
VICINITY MAP

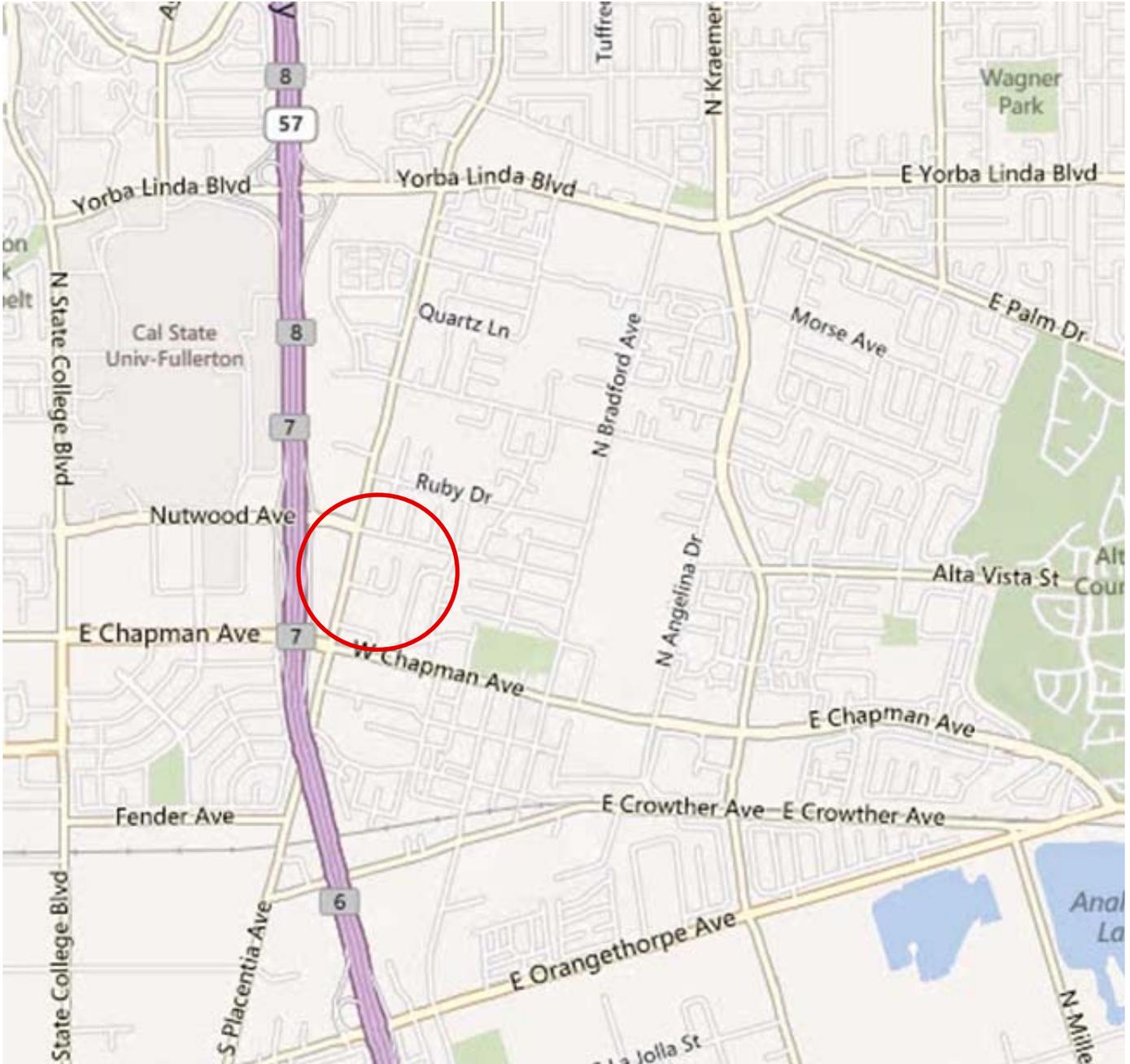
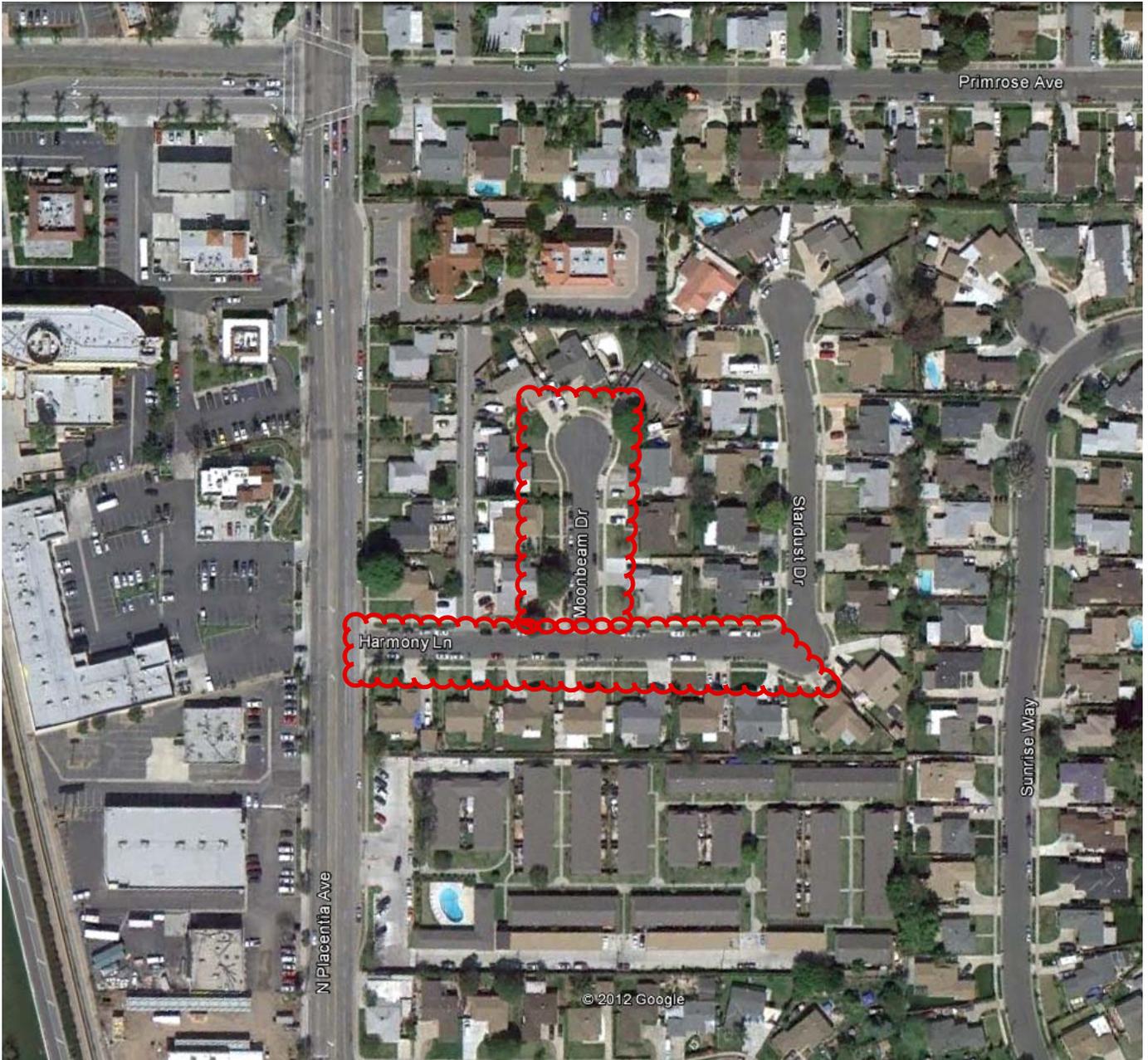


EXHIBIT 2
LOCATION MAP



LEGEND:



= Proposed Permit Parking

EXHIBIT 3
Harmony Ln - Placentia Ave to Stardust Dr
% Occupied Parking Spaces

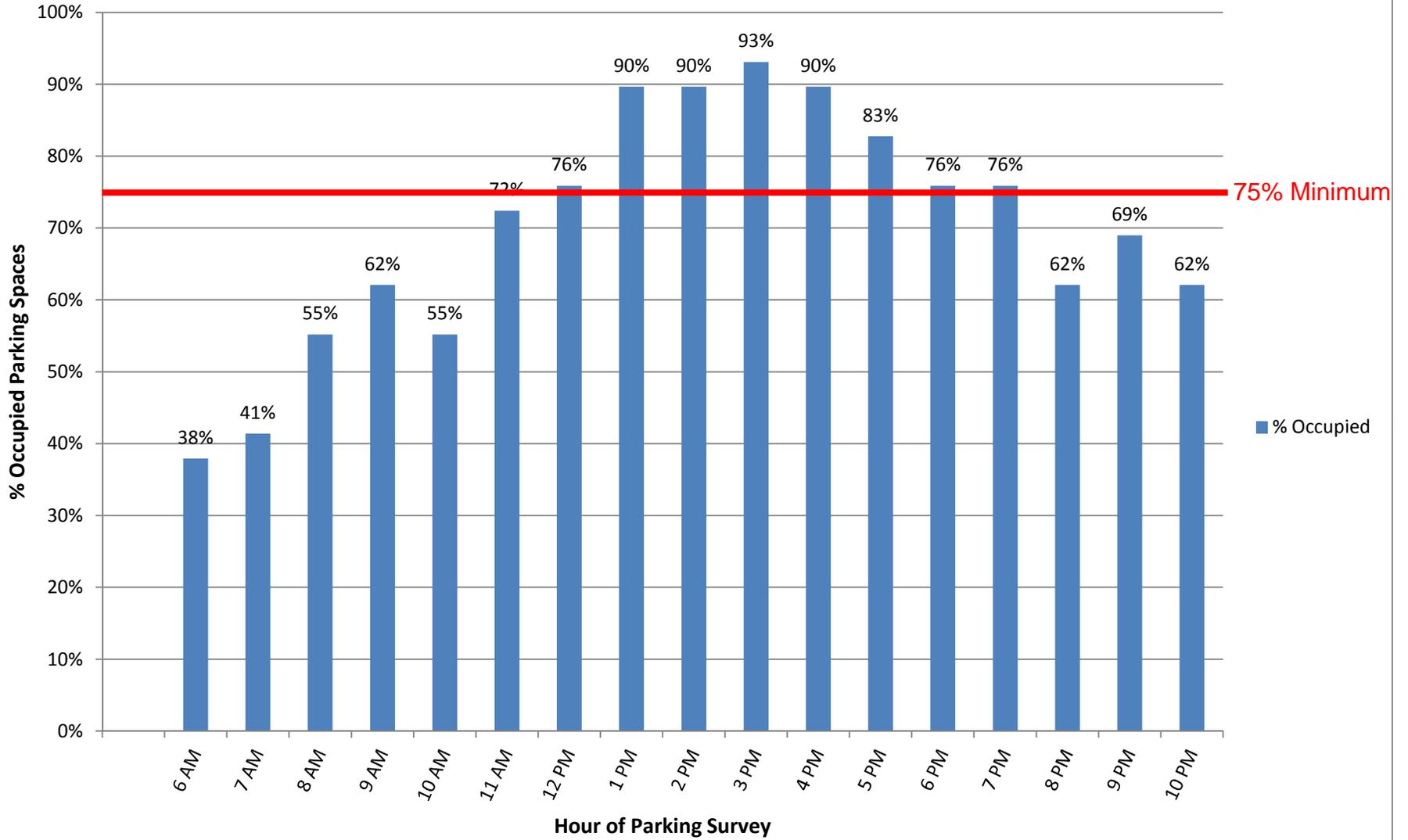


EXHIBIT 4
Harmony Ln - Placentia Ave to Stardust Dr
% Non-Resident Vehicles

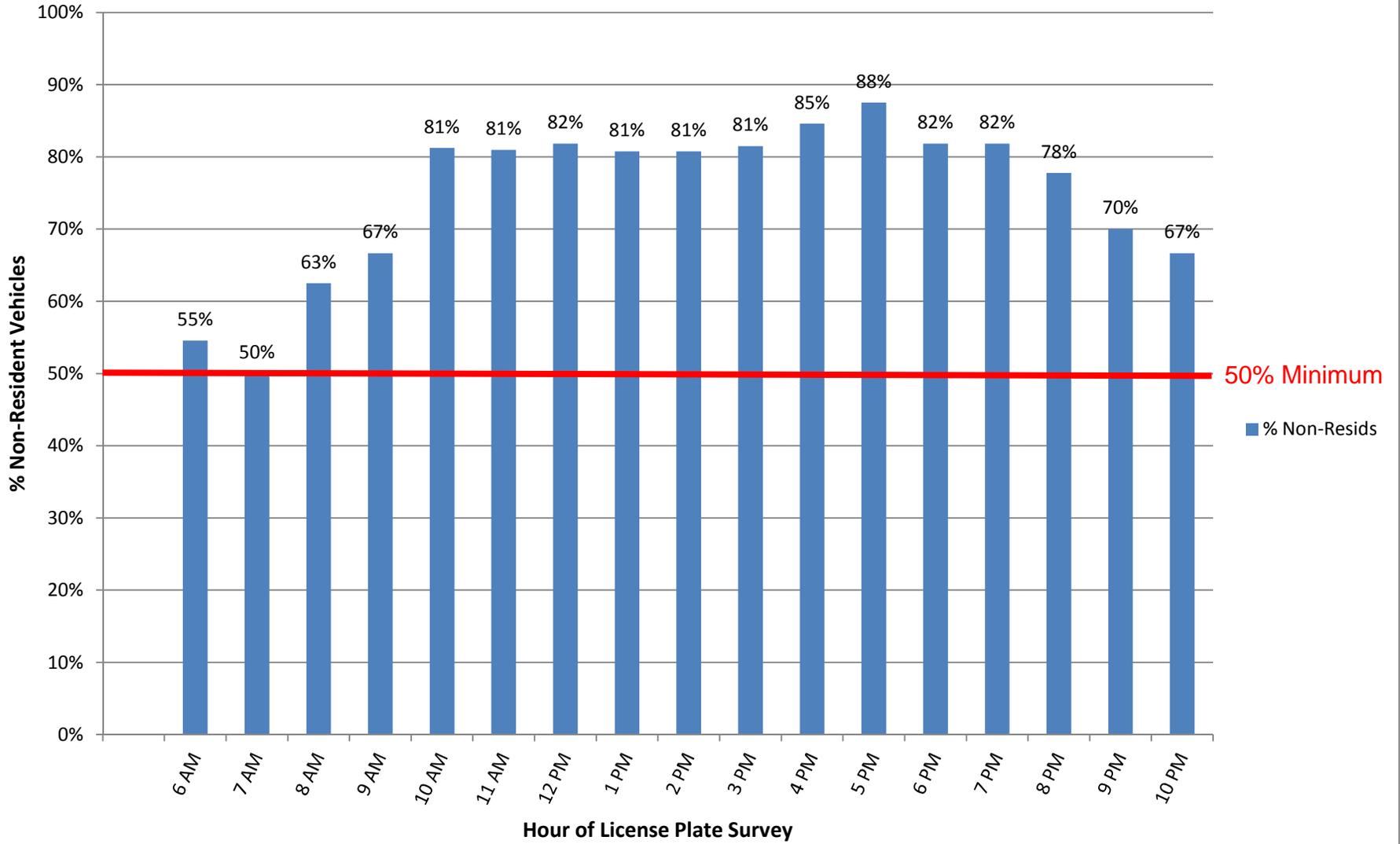


EXHIBIT 5
Moonbeam Drive Cul-de-sac north of Harmony Ln
% Occupied Parking Spaces

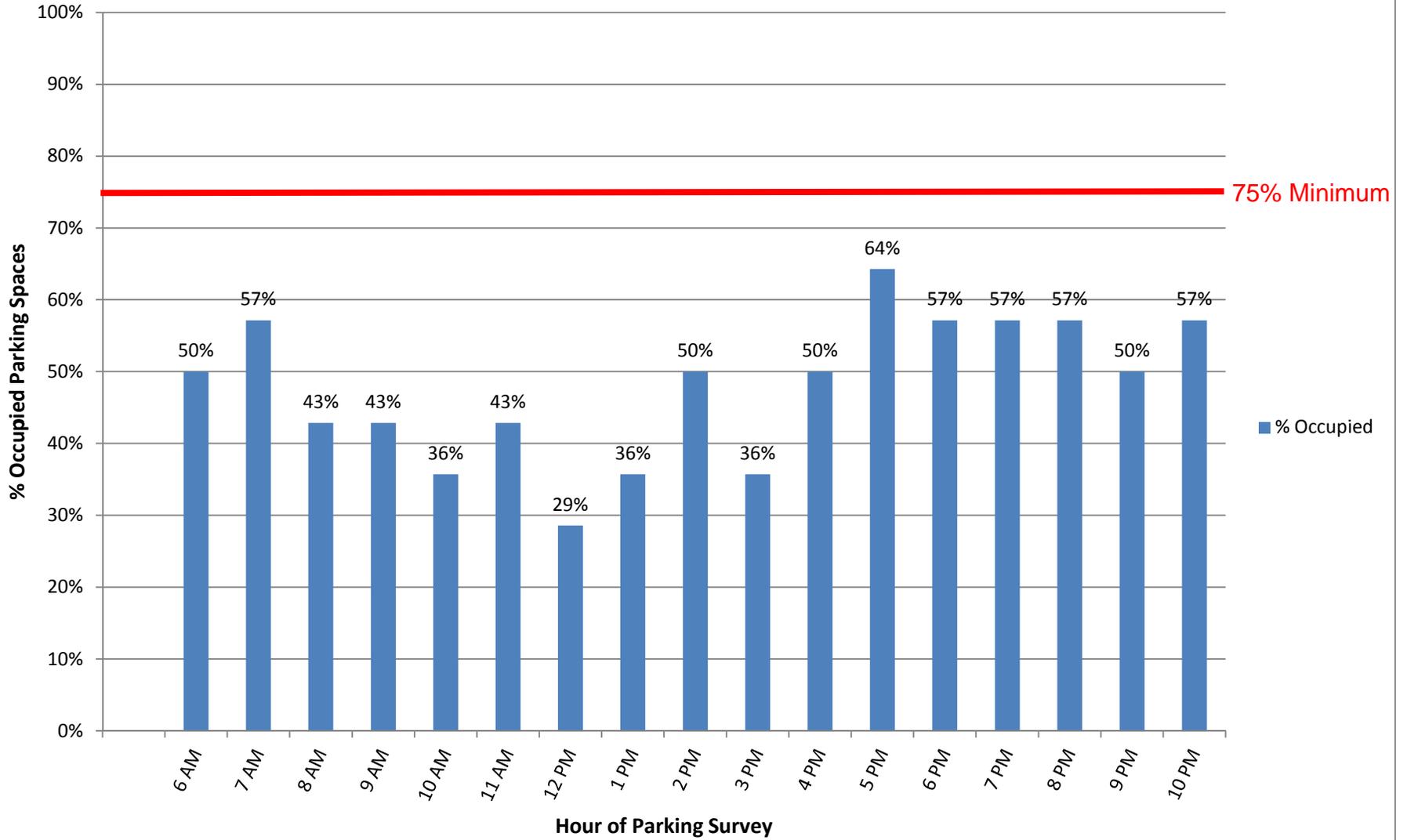
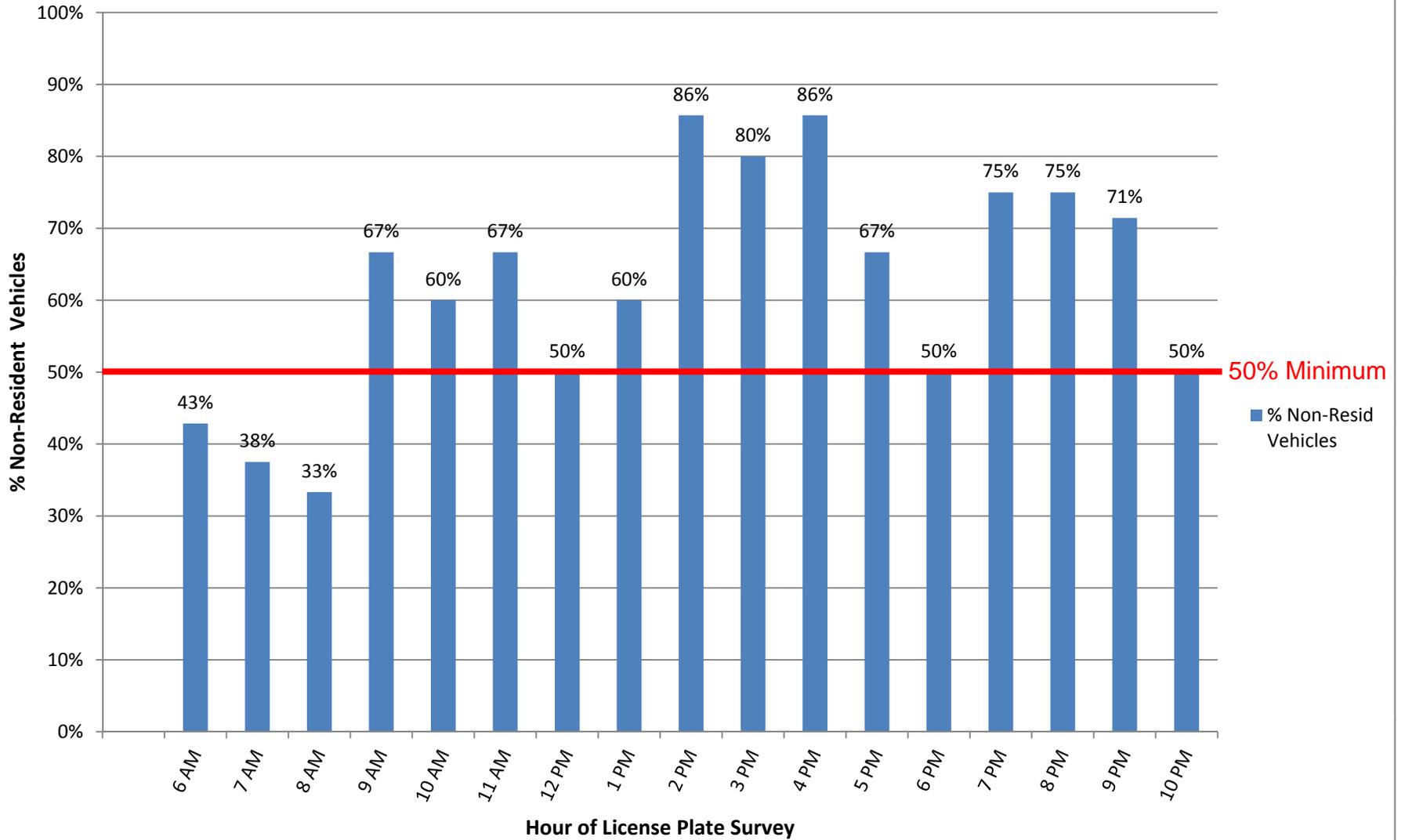


EXHIBIT 6
Moonbeam Drive Cul-de-sac north of Harmony Ln
% Non-Resident Vehicles



CITY OF PLACENTIA RESIDENTIAL PERMIT PARKING PROCEDURES AND GUIDELINES

INTRODUCTION

Permit parking in the City of Placentia is available to regulate and manage residential curb parking problems within the City. Although the City recognizes it is desirable to allow residents to park legally at any public curb location, it also recognizes the inconvenience that repetitive and long-term curb parking has on the affected residents. The goal is to create fair and equitable usage of residential curb parking areas.

The Permit Parking Program, established per California Vehicle Code (CVC) 22507, authorizes the City Council to establish Permit Parking Areas by resolution. The Administrative Guidelines provide procedural and supplemental information for implementation of the program.

EXISTING PERMIT PARKING ZONES

Existing permit parking zones shall remain in effect upon implementation of the program. However, the permits currently held by residents of the zones will be voided zone by zone on a schedule to be determined by the Police Department. Current residents will be notified when the new program is to be implemented in their area. They will also be asked to vote on retention of the existing zone. If sixty-seven percent (67%) or more of the households support removal of the zone, the zone will be processed for rescission - if not, the zone will be retained. If the zone is retained, residents who want permits shall be required to apply and pay the fees in accordance with the guidelines contained herein.

PROCEDURES FOR DESIGNATION OF PERMIT PARKING AREAS

Requests for Permit Parking and review of the requests shall conform to the following procedures:

1. All requests shall be made by petition per the City's format (forms will be supplied by the City). Each petition shall contain the signatures, printed names and addresses of residents/property owners representing the properties abutting the subject street and indicating their support or opposition to the proposed parking restriction. Requests for permit programs that apply to groups of streets or districts shall require separate petitions for each street.
2. The petition shall also include:
 - (a) Name of the street to be considered for permit parking including the limits (cross-streets or measured segments) if less than the entire length.
 - (b) The requested time period and the days of the week.

- (c) The identified source of the parking demand (i.e., high school parking, commercial) that is interfering with the availability of parking to the residents.
3. A minimum of sixty-seven percent (67%) of the residents indicating their support is required for the request to proceed to the Traffic Safety Commission for review. Each household shall be represented by one vote (multiple signatures for the same property will count as one vote).
4. Completed petitions along with the application fee shall be delivered to: City of Placentia, 401 East Chapman Avenue, Placentia, CA 92870.
5. After the petition is received, the City will:
 - (a) Verify that each petition contains the required number of signatures (67%) indicating their **support** for permit parking.
 - (b) Obtain necessary traffic data such as parking patterns, field conditions, traffic counts, license plate studies, and any other relevant information as needed.
 - (c) Provide written notice to the identified source to inform them of the issue and possible implementation of parking permits in the area.
6. Evaluate the effect on the source of the parking issues.
7. The conditions of the subject street will be reviewed per the minimum criteria (see Exhibit A) and a staff report prepared for presentation to the Traffic Safety Commission. The report should include a determination that other solutions are not available and an analysis of what impacts will be created by displacing vehicles.
8. The Traffic Safety Commission will review the subject street(s) and receive public comments. They will review the request and either deny the request or forward a recommendation to City Council to approve a resolution to implement the permit parking restriction.
9. Notice of the Commission and subsequent City Council meetings shall be provided to the residents, businesses, the school districts, and other property owners within the limits and within 300 feet of the subject area. The owner of the property or use that is generating the need for parking shall be notified if the information is available.
10. The City Council shall hold a public hearing to consider the proposal, together with the recommendation of the Traffic Safety Commission. The City Council will either approve by resolution a permit parking area/street(s) or deny the request. The decision of the City Council will be final and conclusive in all cases.
11. The Director of Public Works or the Director of Development Services will also have the right to submit a proposal for a permit parking zone. Any such proposal shall require the same review by the Traffic Safety Commission with the City Council public hearing and approval by resolution. Notices shall be mailed to all affected property parties as described in #9 above, based on street addresses and the latest available tax assessment roll or records in lieu of a petition.

12. Once the permit program is approved, written notification will be provided to the affected residents and property owners based on property addresses, the latest available tax assessment roll and known homeowners associations. The notice shall be sent a minimum of 30 (calendar) days before enforcement begins advising them of the restrictions and any required actions such as obtaining permits.
13. Consideration of any removal of permit parking zones or portion of parking permit zones will require the same petition format with sixty-seven percent (67%) of the residents in support of removal, a written request submitted to the Director of Public Works from private/public groups that can document impacts (processed by the Director if approved), or per the City's initiation with notices mailed to all affected residents and property owners per street address and the latest available tax assessment roll or records in lieu of a petition. There shall be the same reviews by the Traffic Safety Commission and approval by the City Council to permit public participation.

ADMINISTRATION OF PERMIT PARKING PROGRAM

Issuance of Permits

Once a residential permit parking area or street(s) have been approved, it shall be the responsibility of the affected residents to obtain their parking and guest permit(s). All permits shall be renewed annually. All applicants shall furnish information required on forms provided by the City. This information is to include but will not be limited to the following:

- Full Name
- Residential Address
- Daytime Telephone Number
- Make(s) and Model(s) of Vehicle(s)
- License Plate Number(s) of Vehicle(s)

Copies of vehicle registration and/or proof of residence (original current utility or telephone bill) shall be required.

Permits shall be stickers that can be affixed to the lower left corner of the rear window of the vehicle. The sticker shall be color-coded to match the color of the annual renewal tag on vehicle license plates. Guest permits shall be hangers to be hung from the rear view mirror.

Where a permit program includes more than one street, the permit may be coded for purposes of enforcement. In all cases, the permits will remain valid only so long as the person to whom the permit is issued owns the vehicle and owns or controls the property, which qualifies the person for the permit. Each household will be issued the number of permits as authorized by the policy. Permits will not be granted for operating a business from a home.

Each household shall be eligible to apply for one permit per vehicle registered to that address with a maximum of five permits.

In addition, two guest parking permits may be issued per household. Such guest permits shall be non-transferable to other residents and shall not be used except for guests of the resident.

Replacement permits may be obtained for lost, stolen, or damaged permits; however, the City has the right to refuse issuance for frequent requests.

Temporary guest parking permits valid for a 24 hour period may be issued for one-time events such as parties or other social gatherings.

Each applicant must sign the application agreeing to the terms of the permit. Any person whose resident or guest parking permits have been revoked shall not be issued a new permit until expiration of a period of one year following the date of the revocation and the person has made the required application and paid the required fees.

Fees

Each application for establishment of a permit parking zone shall be accompanied by an application fee of \$10 per household within the area included in the proposed permit parking zone.

Each application for removal or reduction in the limits of an existing permit parking zone shall be accompanied by a one-time fee of \$10 per household within the area included in the existing parking zone.

The annual Parking Permit fee shall be \$20 per household. The fee shall include up to two resident permits and up to two guest permits. Additional resident permits for vehicles registered at the household address may be purchased for \$10 each with a maximum total of five residential plus two guest permits per household. No annual fees shall be charged to residents who do not request permits. Guest permits may not be used for vehicles registered at the household address.

The fee for permits issued after March of each year shall be prorated to the number of quarters, including parts thereof, remaining in the year.

Additional temporary guest parking permits, which are valid for a 24-hour period, may be purchased for \$1 each.

The fee for replacement of a lost permit is \$20 per permit. A damaged permit may be exchanged for a replacement at no cost.

Posting of Signs

It shall be the responsibility of the City to ensure that all streets designated for permit parking areas have signs indicating that such streets are regulated and require permits to park. Such signs shall be placed at appropriate intervals on the streets as determined by the Director of Public Works. The signs will identify the parking restrictions applicable to the area as established by the City Council resolution.

Enforcement and Administrative Regulations

The following information is intended to describe both the enforcement policies that have been adopted by the City as well as other necessary administrative regulations. While these policies and regulations may change as parking conditions change, the City recognizes the following:

1. Parking in parking permit zones by the public at large may be allowed during special events that require additional parking upon the approval and at the sole discretion of the City Administrator or his/her designee. Examples of these special events include school graduation, 4th of July Celebration, and school open house.

The party responsible of the event shall:

- a. Make a written request to the City for the specific event, including the date and time requested.
- b. If approved by the City, the party shall notify all residents of the upcoming event at least 10 days in advance.

The City will cover the parking permit signs during the event and remove the covers after the event.

2. The City does not have a “forgiveness” clause in its enforcement policy. Should a resident or guest forget to display or improperly display the appropriate resident or guest permit as required, a citation may be issued.
3. The provisions of the permit system notwithstanding, no vehicle shall be parked on the street in the zone continually over 72 hours or be exempted from other established vehicular restrictions such as fire hydrants, street sweeping or other parking regulations.
4. The City may revoke permits if abuses are noted by the Police Department. The first occurrence will involve a warning letter from the City. Should the abuse be noted a second time, all permits issued to the affected residence may be revoked. All revocation proceedings shall be handled by the Police Chief and/or his/her designee.

Typical examples of abuse include, but are not limited to: (1) Parking with an illegible permit, (2) Parking with counterfeit permits, and (3) Transferring a permit to a vehicle not registered for a permit.

5. The City will attempt to recognize new arrivals in the area and should violations be noted, a courtesy warning may be issued. However, it is the responsibility of the property owner/tenant (new or old) to contact the City regarding any posted parking regulations on their street, and to obtain applicable permits.
6. For rental properties, the tenants must request the parking permits. Property owners not living in the dwelling will be eligible for temporary guest permits only upon providing proof of ownership of the subject property.
7. These permit requirements do not apply to:

- (a) Repair, maintenance, refuse collection, utility, fuel, delivery, and service vehicles being used in the course of business.
- (b) Vehicles owned or operated by any government agency, or contractor of a government agency, being used in the course of business.
- (c) Emergency life support and health care vehicles owned or operated by any governmental agency being used in the course of business.

EXHIBIT A

RESIDENTIAL PERMIT PARKING MINIMUM CRITERIA

Upon receipt of a petition showing support for permit parking from 67% of the affected residents, the City shall collect data to determine if the locations meet the following minimum criteria:

1. 75 percent of the available public street parking spaces on the block, street, or area are occupied, as measured at hourly intervals throughout the proposed restricted hours, and
2. More than 50% of the parked vehicles are not registered to properties on the block or street or in the area, hereby defined as non-resident vehicles, and
3. The Permit Parking area has logical limits continuing to the end of a block or other reasonable limits, since mid-block or partial restrictions are difficult to sign and enforce, and
4. The vehicle displacement caused by the Parking Permit zone will be reasonable in light of the overall parking considerations.
5. The Police Department determines Permit Parking enforcement is feasible, and
6. No alternative solution to the parking problem is reasonably feasible or practical.

This information will be collected and presented to the Traffic Safety Commission for its review and recommendations to City Council.