CITY OF ORANGE
CITY TRAFFIC COMMISSION

Minutes of a Regular Meeting: February 11, 2009

I. OPENING

A. Flag Pledge

B. Roll Call
Present – Commissioners: J. Beil, L. Dick, N. Lall, M. Lebeau
Absent – Commissioners: W. King
Present –Staff: A. Farahani, D. Allenbach, W. Winthers, Sgt. B. Meissner, P. Then

C. Approval of Minutes

- **December 10, 2008**

ACTION: **Approved as published by the Recording Secretary.**

MOTION: N. Lall
SECOND: J. Beil
AYES: J. Beil, N. Lall
ABSTAIN: L. Dick, M. Lebeau

II. ORAL PRESENTATIONS

None this meeting.

III. CONSENT CALENDAR

A. Activity Report for 2008.

Traffic Engineering Division
CITY OF ORANGE

ACTION: **Received and Filed Report.**

MOTION: L. Dick
SECOND: N. Lall
AYES: Unanimous

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IV. CONSIDERATION ITEMS

1. Request for the **installation of an "All-Way" STOP control at the intersection of Harwood St. and Palm Ave.**

   Traffic Engineering Division
   CITY OF ORANGE

   The oral presentation is based on the written staff report; please refer to your copy. Chairman Beil opened the public hearing for the following discussion; there were no speakers from the audience:

   Chairman Beil – The diagram in the package shows existing red curb on Palm Ave. essentially where that vehicle is parked. There is no red curb there, it has been grayed out.

   Dave Allenbach, Transportation Analyst – The curb is badly faded and it needs to be re-painted.

   Chairman Beil – There's bits of gray, I don't know if it's been faded or what, but there's no red curb at that location. You show three locations where there is red curb but I believe I only saw one spot where there was red curb in the whole intersection.

   Dave Allenbach, Transportation Analyst – At this point a lot of that red curb has faded and needs to be re-painted. We have been holding off pending the result of this request because it could alter the amount of red curb at the intersection.

   Chairman Beil – Do you believe having that red curb would be an incremental step to improve safety in lieu of the STOP sign?

   Dave Allenbach, Transportation Analyst – During the times that we were counting most of the vehicles that were parked in the morning were well away from the intersection. One of the areas of sight distance issues is actually on the northwest corner where we have an Old Towne style curb return, it's about 2 ft. In the parkway right at the corner is a power pole and trees, and we have some substantial fichus trees in this area. That is more likely the cause of the interruption of sight distance. Since these trees are in Old Towne it's unlikely we will be removing them. We know there has been an additional accident that occurred on Monday, February 9th, 2009 in the afternoon. Based on those findings at this time we feel an "All-Way" STOP is warranted. Because of its proximity to the high school we added a third traffic count in the afternoon when children were exiting the school, and for all three of these counts the traffic volume warrant was met. In the morning we had a ratio of 3.15 to 1 which is fairly close, and in the afternoon the ratio was 3.8 to 1. Both of these are fairly close to meeting that 3 to 1 ratio as well, so at this time we feel it is prudent to put in the "All-Way" STOP.

Commissioner Dick – I note that in the report it talks about 4 accidents in the past 12 months but you had run an accident history of 3 years. I was wondering what the previous 2 years had reflected.

Dave Allenbach, Transportation Analyst – Those 2 years had minimal accident history. The heavy accident appears to occur within that one-year period and although at the time this report was prepared we had the 4 reported accidents. I have not seen the accident report for the one on Monday, and I believe there was one sometime between December 2008 and January. Unfortunately I haven't seen those reports yet so I can't tell you exactly what type of accidents those were.

ACTION: **Approved the installation of an "All-Way" STOP control at the intersection of Harwood St. and Palm Ave.**

MOTION: L. Dick
SECOND: M. Lebeau
AYES: J. Beil, L. Dick, M. Lebeau
NOES: None
ABSTAIN: N. Lall who owns property in the vicinity.

2. Request for the **removal of red curb markings on Bristol Ln. easterly of Glassell St. to provide on-street parking.**

Ronna Coe
E. Bristol Ln.
Orange, CA 29865

The oral presentation is based on the written staff report; please refer to your copy. Chairman Beil opened the public hearing for the following discussion:

Ronna Coe, Coastal Component Industries - Bristol Ln. –I believe I am the only business where we use all of our parking spaces. We have probably 10 of our employees that need street parking and for the past 10 years it has never been a problem, but with the County occupying the new buildings, they are modifying the buildings and the parking lots and there are a lot of construction people that arrive much earlier than our employees, and their trucks take up the street parking, we literally have no place for our employees to park. There are one and two spaces here and there around some of the other buildings within our development but they want to keep them open for their customers, they purposely keep them open and they have their employee's park in the back, and the back is parked out. It's pretty busy. The one thing that I would like to do if this is denied today is find out if we can park on Glassell St. I've looked at the street signage and it's unclear. There is a bus stop adjacent to our property; I would assume there is no parking in that area but on the southern portion of

Bristol Ln. I couldn't find any signs except 2 blocks further south, so I don't know if we can park in that particular block or not. I would like a clarification because I'm just looking for a place for my employees to park right now, we have a successful business and I want to make sure this isn't a problem with our employees getting to work.

Commissioner Dick – What does Coastal Component Industries do?

Ronna Coe, Bristol Ln. – We are a subcontractor to major aerospace firms such as Boeing, Raytheon, and General Atomics and we make custom wire harness assemblies that are used in the space shuttles, satellites. We have participated in developing the ground systems for the missile defense shield; so we have an incredible little business.

Chairman Beil – Who parks in all the spaces around your building?

Ronna Coe, Coastal Component Industries - Bristol Ln. – It's a condo development so no matter how many spaces are open if they don't belong to my condo I can't use anybody else's spaces. The one handicap stall is very wide while the other four are very narrow. Three big cars are all that can fit in the spaces in the front. We do like to leave them open for our customers, I can't ask them to drive around for 20 minutes looking for a place to park, so even though there may be open stalls adjacent to my 4 stalls, I can't use them.

Commissioner Lebeau – So you have 4 in the front plus a handicap stall, do you have any stalls in the back?

Ronna Coe, Coastal Component Industries - Bristol Ln. – We probably have about 8 in the back, and we have 26 employees.

Commissioner Lebeau – You're talking about being a subcontractor to these aerospace firms, how often do they come and visit?

Ronna Coe, Coastal Component Industries - Bristol Ln. – Every day. Sometimes we can have 3-4 visitors in and out all day long because we do a lot of prototype work and their engineer's are always over checking what we're doing, bringing in changes to the drawings, performing inspections.

Vice Chairman Lall – I believe you mentioned this problem was exacerbated by the construction.

Ronna Coe, Coastal Component Industries - Bristol Ln. – The construction and all the new employees now working in the building. At first only the 2nd floor of the building was occupied, and because of the construction, and because they start at 6:00 or 6:30 a.m. it was easier for them to park on the street than use

their spaces themselves. I spoke to a gentleman who sent out an email asking his people to park in his lot but he agreed that he really can't control them or the construction people.

Vice Chairman Lall – Do you think this will still be a problem when the construction is completed and all their vehicles and workers are gone?

Ronna Coe, Coastal Component Industries - Bristol Ln. – There are 2 buildings that are not yet occupied and I don't know how many people are going to be using that. Also I believe they will be using part of that as a yard to park trucks. I don't know all their plans or what they're going to be doing with the property.

Chairman Beil closed the public hearing and returned the item to the Commission for further discussion and a motion.

Chairman Beil – Is that going to be the new County maintenance and operations facility?

Dave Allenbach, Transportation Analyst – I know the County is here at 2301 N. Glassell St., but they are on the southeast corner of the intersection. I'm not sure if they are taking the building at 222 or if that is a separate business going in. The parking lot is blocked off right now while they're renovating the building and getting it set for whatever use it's going to be. We would assume that once that work is done and the building is open and occupied they have a rather ample parking lot that can house their employees during the work day, and once that parking lot is open it should take some of the demand away from the street.

Chairman Beil – Do you know the current parking regulation on Glassell St.?

Dave Allenbach, Transportation Analyst – The #2 northbound lane is wide enough to allow on-street parking. I would have to go out and field check and make sure it isn't posted, but I believe she is correct that there are no signs in this particular area. I believe to the north the business on the other side of the old railroad right-of-way is posted for "NO PARKING ANY TIME" there may be some areas to the south, there just isn't a lot of demand for parking on Glassell St. but that doesn't necessarily mean it's illegal to park there.

Chairman Beil – Would you please verify that and get back to Ms. Coe on that.

Commissioner Lebeau – While I was traveling through there on Sunday I noticed there seemed to be an elevation change between street level and the pads where the buildings are and a lot of hedges along the street. Did staff take the topography into consideration in developing the driveway vision zones?

Dave Allenbach, Transportation Analyst – Typically these are done on a request basis, at times we will require a developer to remove parking, but typically we will get a request from either a tenant or business owner because somebody is parking too close to the driveway, and we will remove parking if the request is substantiated. In this case this is most likely why the red curb is where it's at. In front of 227 we have an extra long section of red curb, initially there would have been 20 ft. and that would have brought us to this fire hydrant. To us, this would be more of an entrapment issue because people will park at the end of the red curb, and it's illegal to park within 15 ft. of a fire hydrant whether it's painted or not. So in this particular case we extended the red curb 15 ft. past the existing fire hydrant so someone would not park there and get a citation. Likewise the red curb adjacent to the County driveway on this side is adjacent to a fire hydrant, and in the cul-de-sac again it is adjacent to a fire hydrant and it also provides sight distance for a driveway coming out at 222 E. Bristol Ln.

Chairman Beil – If we start removing any of this red curb the suspicion is that the County of Orange will be back asking for it around some of their driveways once they get their operations up and going. There may be some areas further back in the cul-de-sac that you could marginally get another space or two without really impacting vision zones for some of the other businesses located in that development. I would hate to go in and start impacting driveways that had been put in for other building occupants in that development.

Vice Chairman Lall – I'm very strong on vision zones and I think they're very important on streets with higher speeds, I see this as a street with relatively slower speeds and if there's any place that I've seen vision zones go in or exist in the City this is one area where I think we would have any chance of removing it. Unfortunately I don't think it's going to give the proponent enough parking spaces to alleviate her problems. I would hate not to do something that might help a business. I don't know if removing the red curb will do it, I don't know if we'll even have to once the construction is finished, there might be the spaces you need on the street. If we could have a temporary exemption from enforcing the red curb until the construction is done and we could see if that solves the problem. Once the construction is done we can see if that provides the spaces you need while still retaining the vision zones. Is that legal, can it be arranged?

Wayne Winthers, Asst. City Attorney – I don't believe the Commission would have the authority to order the temporary suspension of the enforcement of red curbs, if the red curb is going to remain in place. Obviously the Council can order the removal of the red curb, but if it's going to remain it can be enforced and I don't think the Council has the authority to advise any City department they could not enforce it.

Chairman Beil – Wouldn't that be handled through the permitting branch, if they have any specific needs it can be up to the authority of the Public Works staff to put a condition for the construction on that permit.

Wayne Winthers, Asst. City Attorney – I believe the Public Works Director has the authority to suspend certain regulations during a construction period if it's needed for construction. It doesn't sound as if this would fit into that, it sounds like it might be overflow parking because of the construction but not because of a construction vehicle or something of that effect. Let's assume the construction truck has to be parked at the red curb while doing its activity, then the Public Works Director would have the ability to do that, not because it's easier for them to park at the curb and then go inside and work during the day, or because someone else wants to park there because a construction vehicle or someone involved in the construction took their spot.

Commissioner Dick – I am concerned about striking out red curb that normally comes at the behest of others. I see that we notified the adjacent businesses, and they are not here in force to either support Ms. Coe or support the continuance of the red curb. There are a lot of trucks around, and I just can't in good conscience say goodbye to those, so I would move staff recommendation.

ACTION: **Denied the request.**

MOTION: L. Dick
SECOND: J. Beil

Vice Chairman Lall – I agree with the comments that were made; if the proponent could come back after the construction is complete after having a chance to talk with the County and work out getting some cooperation with the parking, or maybe them making an allowance where some of your employees could park in the County lot. Try those efforts first.

AYES: Unanimous
NOES: None
ABSTAIN: None

3. Request to **prohibit pedestrian crossings on Katella Ave. between Struck Ave. and the west City limits.**

Scott Bowen
Calle Maravilla
San Clemente, CA 92673

The oral presentation is based on the written staff report; please refer to your copy. Chairman Beil opened the public hearing for the following discussion:

Commissioner Dick – Where are you observing the pedestrians crossing again?

Dave Allenbach, Transportation Analyst – The driveway at the Shooting Range and there is a left-turn lane, they are crossing here. If there happens to be a stream of traffic they will come out and walk down the street a little way until they find a break in traffic and then they will cross.

Commissioner Dick – If we pass this and it goes to the City Council, and they embrace it, folks are still going to park there, so where shall they cross the street?

Dave Allenbach, Transportation Analyst – They can walk back to Struck Ave. and use the traffic signal which has a crosswalk. They can continue westbound over the bridge and cross at Douglas St. which is also a signalized crossing, and the Anaheim police is there to direct traffic during the event as well. We have been in contact with the City of Anaheim because one of our concerns was that if you approved this they would walk out in the middle of the bridge deck and start crossing there, however, the City of Anaheim informed us they concurred with our findings and they have already posted their segment of Katella Ave. for "NO PEDESTRIAN CROSSING – USE TRAFFIC SIGNAL".

Chairman Beil – Where is the westerly boundary of the city?

Dave Allenbach, Transportation Analyst – I believe the boundary is actually on the west bank of the river.

Chairman Beil – Is this the location where the pedestrian accident occurred where somebody was running across and trying to jump the gap on the bridge?

Dave Allenbach, Transportation Analyst – I'm not aware of an auto/ped accident.

Chairman Beil – An auto wasn't involved. Somebody walking from the venue tried to run across Katella Ave. and they happened to be on the bridge, and they tried to jump the gap between the eastbound and westbound lanes. That's an example of the pedestrians darting across Katella Ave.

Commissioner Lebeau – Where does the sidewalk end? You mentioned that there is a segment on the south side of Katella Ave. where there is no sidewalk.

Dave Allenbach, Transportation Analyst – The sidewalk ends or begins here (Orange County Sheriff's Shooting Range) and you can see it in the aerial photograph, approximately 1,100 ft. to the east at the signalized intersection of Stadium Promenade center is where the sidewalk begins again.

Commissioner Lebeau – So pedestrians who are currently walking along the south side of Katella Ave. have no sidewalk between the Sheriff's shooting range and Struck Ave.? The pedestrians coming out of these various lots would be forced to walk in that area with no sidewalk to get to Struck Ave.?

Dave Allenbach, Transportation Analyst – That's correct. On the south side of Katella Ave. they can use the parking lot of the business complex most of the way. However, there is a separation between the shooting range parking lot and the business complex, so at some point they would have to exit out, and for a short distance walk along the curb area to get to the sidewalk.

Chairman Beil – People parking for the events at that building complex would essentially be heading to the sidewalk from the parking lot, not from the street area.

Dave Allenbach, Transportation Analyst – They would be meandering through the parking lot, and it is a rather substantial parking lot. Also there is one or two businesses along Struck Ave. that also are selling their parking as well. We did see some people coming out of the easterly end of this business structure at the south corner on Struck/Katella and they did use the signal and cross, however, most of the people that we saw crossed mid-way and all of the people we saw using the Sheriff's parking lot exited either adjacent to the riverbed at the main driveway and whenever a gap occurred they would run across the street.

Chairman Beil – So at Katella and Struck, on that southwest corner, you say there are businesses on Struck Ave. providing parking during events. Pedestrians walking from there would possibly want to stay on the southerly side of the street, but there's no sidewalk. Is there positive pedestrian control at that corner which essentially says 'Pedestrians Use Other Side' and directs them across the street?

Dave Allenbach, Transportation Analyst – There is a marked crosswalk at Struck Ave. and Katella Ave. on the east leg of the intersection, and there is a sign directing pedestrians to the crossing.

Scott Bowen, Calle Maravilla, San Clemente –I happen to be a Ducks fan and I'm heading to a game right now. Over the last few years I have noticed more and more problems that seem to be occurring here that endanger life. I park in the Sheriff's facility and cross. Douglas St. is our preferred means of crossing the street. There are hundreds of people, you said 250 and I would guess double that on a high attendance night, that cross the street immediately at the river, at the 'Welcome to The City of Orange' sign. Cars eastbound on Katella Ave. end up going very fast because they have been waiting at the light at Douglas St. for all the people to cross the street, they know the posted speed limit is 40 MPH, but by the time they reach the riverbed they are going at least 50 MPH. It's very dark

and it reminds me of the sign on the freeway warning of illegal pedestrian crossings with the little girl holding the doll, that's what it's like. My wife and I have seen near-misses there every night and it's just a matter of time before it happens, and we thought it was something you needed to review. Unfortunately signs are not going to do it. The City can pass all the ordinances they want but people won't abide by them until there is visible enforcement. There is an option and that is to use the underpass or the bike trail that goes underneath the bridge. The problem is that it's scary, it's dark and there are a lot of folks that tend to hang around the park, so people don't use it. I think that if the City made some kind of effort to direct them to cross under the bridge they might choose that option. Until there is some kind of specific enforcement either patrol cars or officers on the street it's not going to do any good to post a sign. Unfortunately that is human nature they are going to cross where it's easy to cross and get to their cars. I would invite you to go out tonight, the event usually ends around 9:00 or 9:30 PM and just take a look at what actually goes on there. When they come out of the Honda Center they use the walkway on the north side of the bridge at Katella and because it is partitioned off with a barrier that forces people to stay within the walkway. It's too narrow for the large number of people that come out so they begin to walk on Katella Ave. itself and Anaheim has coned off a portion of the bridge to keep cars out into the #1 and #2 lanes to exit cars out of that facility which invites people to walk down through there. Once they get past the cones they are out on Katella Ave. going eastbound and again pose another traffic problem.

Edward Wheat, Facilities Mgr. at W. Katella Ave. – We allow the use of our parking lot by people attending events at the Honda Center. Our owner supports your efforts to prohibit pedestrian crossings of Katella Ave. in this area.

Chairman Beil closed the public hearing and returned the item to the Commission for further discussion and a motion.

Vice Chairman Lall – I attended a game once when I parked at one of these locations and I walked to the stadium, staying on the north side of the street. Lots of people were crossing Katella Ave. and I agree that's it's a very dangerous situation but look at what the people have to deal with to get to that other side. They either have to backtrack over to Douglas St. which is a reasonable way to go, and then cross over to the south side, and if you're going to be on the part with the sidewalk it makes perfect sense to me. If you have to go to the other buildings and you stay on the north side of Katella and you go past the driveway, people generally want to run you down because they don't want to wait any longer to exit, because they're not signalized on that side of Struck. Once you get across you can cross to the easterly side of Struck at Katella, then you have to cross back over to the west side, it's not human nature to do that. I don't care how many tickets they write out there it's not going to change the behavior. If we're going to have enough enforcement out there to stop that behavior we might as well have

them stopping traffic and have a section in the middle where they can get pedestrians safely across. I can't agree with you more that there is a safety hazard there, looking at the accident report history though it looks as though the pedestrians are doing fine, but the drivers seem to have a problem hitting fixed objects. We can't ban motorists in favor of pedestrians here on Katella, but perhaps a sobriety checkpoint could be utilized. I can't support an ordinance that is going to be virtually impossible to enforce, and while good intentioned it would not reasonably address the problem. You have mass civil disobedience as it is, and I don't see how this is going to do anything but allow the Police Dept. to write a bunch of tickets, but the problem will still exist. I don't see this solving the problem, it would take massive enforcement and those officers would be better served out there every night letting people cross safely.

Commissioner Lebeau – As I was reading this item I have to agree with Vice Chairman Lall, Enforcement struck me as a huge issue trying to manage this situation, the only option I came up with besides enforcement would be a physical barrier that cannot be crossed, and that would not be very attractive from a sight line point of view. Establishing the rule and posting a few signs in the median is nice but enforcement is a huge problem and I can't see where there would be enough enforcement to stop them. Enforcement is the key whether or not this will succeed, and I have major concerns about it. I'm not ready to oppose the proposal; I support it because if we save a life, we save a life. But enforcement is close to impossible absent a physical barrier.

Commissioner Dick – I'm surprised my two colleagues don't recognize the virtues of having a 'No Cross' zone. This will provide a sign that our officers can point to when they're there and say you can't do that. Absent that sign my understanding is that's okay and as a result of that I hope that we're able to put out a physical presence that will help educate, but without the first step it's not going to be done. I'm prepared to move that we adopt this ordinance.

Chairman Beil – I pretty much agree with all these comments, I really believe we have to take some step and provide some ability to provide enforcement. Our proponent brought this to our attention and he is correct, pedestrians are like water, they are going to find the path of least resistance. The idea of using the trail under the riverbed to get under the bridge will not work, they will follow the path of least resistance, they want to move quickly to their vehicle or the event. The only way to really cure this is a physical barrier, and in my line of work we have dealt with this issue quite a lot, particularly in the beach areas along Pacific Coast Highway. What we end up with is a very ugly physical barrier, usually to try to save money it's a type of chain-link fence in the median to get people not to cross, people see the barrier and they know they have to go around. But it's not going to work because we have so many hit objects out there in the median with the geometrics and the curvature, and probably the inebriation of many of the people leaving the event; they hit those raised objects in the median being the

curb and gutter, that's why at Caltrans we're against raised objects even curbed medians. I know cities like them because they provide landscaping, and I know this area because of venues here and the traffic, a raised median is required because you would have people making U-turns all over the place, so the real question is can we really cure it? I don't think so unless we put up a hard barrier and there would have to be a lot of studies to figure out what would sell there. I think the signs are a good first step.

Vice Chairman Lall – I think we all agree that there is a problem there; I think the sentiment is there for public safety, every one of us would feel horrible if a life was lost or if someone was seriously hurt, but I think we all agree this isn't going to solve the problem. Other than pass a law I think we should find a solution and maybe the solutions aren't under our jurisdiction or our purview but passing a law that isn't going to work doesn't make sense to me.

Chairman Beil – We did something similar to this fairly recently along Glassell St. in front of Chapman University and isn't there a specific ordinance for this, or is it added to another?

Wayne Winthers, Asst. City Attorney – We have an ordinance that allows us to do this, and this location would be added to that ordinance. There may be other solutions that may be helpful but to put in a barrier you would still need this type of ordinance, because with a barrier people could still try to get over that barrier, and they would not be violating anything to be crossing the street. I agree that this is a good first step because it gives a benefit to something else that may come in the future to use in conjunction with it.

ACTION: **Approved the request to prohibit pedestrian crossings on Katella Ave. between Struck Ave. and the west City limits.**

MOTION: L. Dick
SECOND: M. Lebeau
AYES: J. Beil, L. Dick, M. Lebeau
NOES: N. Lall
ABSTAIN: None

3. Request for the **installation of a "RIGHT TURN ONLY" lane for the southbound # 2 lane on Lewis St. at Garden Grove Blvd.**

Traffic Engineering Division
CITY OF ORANGE

The oral presentation is based on the written staff report; please refer to your copy. Chairman Beil opened the public hearing for the following discussion; there were no speakers from the audience:

Commissioner Dick – I note the conversations with the City of Garden Grove indicate we would assume the responsibility for the striping and they would cover the cost of the mechanical signal modification. Can you give me an approximate cost breakdown of both of those items?

Dave Allenbach, Transportation Analyst – The price for the split phase was about $7,000; the striping will be far less because this is going to be a localized striping at this time. At some point in time when the road is repaved it will be restriped, that will be part of that contract. I estimate these modifications will be around $2,000 - $3,000.

Commissioner Dick – Is it already in the budget?

Dave Allenbach, Transportation Analyst – Yes.

ACTION: **Approved the installation of a "RIGHT TURN ONLY" lane for the number two lane on southbound Lewis St. at Garden Grove Blvd.**

MOTION: L. Dick
SECOND: N. Lall
AYES: Unanimous
NOES: None
ABSTAIN: None

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V. ADMINISTRATIVE REPORTS

None this month.

VI. ADJOURNMENT

After discussion of today's Agenda the City Traffic Commission meeting was concluded, and as there were no further requests for action under Oral Presentations, the Chairman adjourned this session of the City Traffic Commission.

The next meeting of the City Traffic Commission is scheduled:

5:30 P.M.

Wednesday - April 8, 2009

Respectfully submitted,
CITY OF ORANGE

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