MINUTES

TRANSPORTATION AND CIRCULATION COMMISSION MONDAY, AUGUST 3, 2009, 5:30 P.M. City Council Chamber, City Hall

COMMISSIONERS PRESENT: David Rizzo

Rob Hallstrom Stephen Hall Johnnie Simmons Edmundo Duvgnau Robert Duncan

COMMISSIONER ABSENT Jay Park

STAFF PRESENT: Mark Miller, City Traffic Engineer

Dave Langstaff, Traffic Engineering Analyst

Don Hoppe, Director of Engineering

Lieutenant Hamiliton, Fullerton Police Department

Van Xayarath, Engineering Aide III Joan Wolff, Consultant Planner

The meeting was called to order by Commissioner Hall at 5:30 p.m.

PUBLIC COMMENTS

None.

APPROVAL OF MINUTES

MOTION made by Commissioner Hallstrom, SECONDED by Commissioner Rizzo, and CARRIED unanimously, that the Minutes of the July 6, 2009 meeting be APPROVED as written.

NEW BUSINESS

Elect Chair and Vice Chair

MOTION made by Commissioner Hallstrom; SECONDED by Commissioner Hall that Commissioner Duvignau be named chair, CARRIED unanimously.

MOTION made by Commissioner Hallstrom; SECONDED by Commissioner Simmons that Commissioner Hall be named for Vice Chair; CARRIED unanimously.

Selection of a Representative for the Bicycle Users Subcommittee

MOTION made by Commissioner Hall, SECONDED by Commissioner Rizzo that Commissioner Duvignau be named representative for the Bicycle Users Subcommittee; CARRIED unanimously.

Head in Only Parking – F.M.C. 8.48.015

City Traffic Engineer Mark Miller presented the request by City Council to review the current code, seek any comments from the commission, and make a recommendation for Head-In Only parking in public lots. Staff's recommendation is asking for the pleasure of the commission.

Lieutenant Hamilton explained that the Police Department issues 65,000 – 70,000 citations. Ten to fifteen percent of the violations are for Head-In violations in City parking lots, 50% of the Head-In citations have expired registration, no safety factors were found, and the most efficient way to check registration is by checking the rear license plates.

Commissioner Simmons requested better signage due to the biggest complaint being that people do not see the signs.

PUBLIC COMMENTS

Vince Buck spoke on reasons for reexamining this regulation. He stated that it catches law abiding citizens unaware, it is not universally nor a widely applied regulation, the downtown area does not have this requirement because merchants do not want to antagonize patrons, and not all public lots have the postings.

Mr. Buck commented that there are no obvious reasons that cars should not park faced out and several reasons why they should; therefore, the regulation functions much like a speed trap and there is no public need for this regulation. Staff mentions a few reasons such that when cars back up they may damage landscaping or back into utility poles but those do not exist in parking garages, the efficiency in productivity ticketing, and some people park face out because it is safer or more fuel efficient. Since this regulation has been put in place, the State has required cars to have front license plates, and with slower reflexes the greater visibility is helpful. Driver's education advocate this maneuver; therefore, drivers think they are doing the right thing and do not expect to be ticketed. Mr. Buck spoke of an email he received from a friend that driver's education course for seniors advocate said they should look for opportunities to pull forward making it safer because of their stiff necks, slower reflexes, and dimming vision make it smarter for them to have a clearer field of vision and front view in parking lots where inattentive people and cars make it the hot spot for fender benders.

Mr. Buck commented that he noticed 8 signs at the entrances of the parking lots on either side of Amerige for face-in parking. Mr. Buck said that these signs should be posted as frequently as the time restriction signs.

Mr. Langstaff stated that there are 26 signs.

Gene Hiegel commented that he does not like the back in parking.

Commissioner Hall commented that he is in favor of keeping this but making it more consistent clarifying what lots are partially signed, if it is all city lots or which lots.

Commissioner Hallstrom asked why there was a discrepancy with some lots marked and some are not.

Mr. Langstaff stated that staff has posted the parking structures and the heavily congested lots and staff will send out a memo to maintenance department who is responsible for the postings at the parks.

Mr. Miller commented that it is more difficult to sign in parking structures verses open parking lots.

Commissioner Hallstrom commented that whatever the commission agrees on should be consistent. Commissioner Hallstrom was in favor of the back-in parking and asked if there could me an amendment.

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Chair Duvignau commented that he agreed that it should be more consistent. Chair Duvignau's concern is that if private lots are posted differently, drivers will be confused.

Commissioner Rizzo asked if individual signage was posted for individual spaces would that off set the cost of the ticket revenue.

Mr. Langstaff said that there was not enough space to put more signs.

Chair Duvignau stated that he is in favor of keeping the ordinance but does not want to send the incorrect signal with the future development and would like more consistent and visible signage,

Commissioner Simmons commented that she would like consistency.

MOTION made by Commissioner Simmons, SECONDED by Commissioner Hall, and CARRIED 4-1, with Commissioner Rizzo opposed to continue this item for head-in only parking and posting.

MOTION made by Chair Duvignau to recess. SECONDED by Commissioner Hall,

The meeting was called to order by Chair Duvignau at 6:30 p.m.

West Coyote Hills Community Hills Presentation

Chair Duvignau informed the commission that they were being asked to advise the Planning Commission and City Council on whether the proposed development incorporates transportation elements to adequately reduce traffic impacts, meets the needs of the community, and to provide additional suggestions, comments or concerns.

Joan Wolff presented the West Coyote Hills Project located at the northwest boundary of Fullerton, abutting the cities of La Habra and La Mirada. The City Council requested that this project be presented for public review through the different committees and commissions.

Ms. Wolff presented a brief history of the proposed development project for West Coyote Hills.

Public hearing opened.

Jim Pugliese, project applicant representing Pacific Coast Homes presented the West Coyote Hills Circulation Plan to provide a coordinated network of streets, bikeways, sidewalks, and trails for the safe and efficient movement of vehicular and nonvehicular traffic and to be responsive to the scenic and environmental resources of West Coyote Hills.

The current plan has been reduced to include 33% fewer homes and almost 90% more open space, higher intensity usage such as the school site have been eliminated from the plan. The site plan also has been designed to reduce impacts to off-project roadways. This project is two miles wide and includes entries and exit points at Rosecrans, Idaho Street via Risner Way, Euclid St. north of La Senda Drive, and at Coyote Hills Drive. This design feature would serve to disperse car trips, reduce impacts at any one particular intersection adjacent to the project, the retail village is design to reduce off-project road trips, it is in close proximity to several bus stops and the metrolink station, and bikeways would be added along Gilbert Street. The trail plan provides hiking, biking, and equestrian trails connecting to the Fullerton Loop as well as other trails in Fullerton.

The plans calls for the widening of Gilbert Street north of Castlewood Drive to from two lanes to four lanes, proposes to change the access point at Euclid Street from Lakeview Ave. to north of La Senda to eliminate cut through traffic in the neighborhood. The plan also proposes to modify the road's alignment to increase the buffer between the roadway and the adjacent neighbors and modify the intersection at Coyote Hills Drive and the project collector to minimize outgoing traffic along Coyote Hills Drive to avoid morning traffic backup.

The plan provides a scenic transportation corridor calling for circulation element revisions to the Parks Road extension, removing that public street and associated bikeway. The project collector realignment would also result in elimination of a bikeway connection to the Hawks Pointe development.

Though the project collector would be a public street, all new residential streets would be private and privately maintained incurring no cost to the City. Esthetic improvements would include landscape median along Euclid and Gilbert Street, bike lanes in each direction, walking path, landscape median on Rosecrans, a bikeway and a meandering recreation trail.

The traffic analysis would not have a significant impact on the 32 intersections analyzed in the DEIR and the less than significant impacts are being mitigated through the payment of traffic impact fees.

Jane Rands, 716 W. Wilshire Ave. commented that the changes to master bikeways plan and the proposed bikeways have not been reviewed by the BUSC. Ms. Rands asked how will the T& CC plan to incorporate input from the BUSC after having made a recommendation based on the lack of input from the BUSC on the removal of a bikeway and the proposed new bikeway plans.

Don Hoppe noted the BUSC had previously reviewed the project, and suggested that the process could be continued.

George De Riszner, 1825 Avenida Del Norte, concerned about the traffic volume on Parks Road.

Chair Duvignau asked what type of speed control would be used for the 32 added intersections.

Mr. Miller responded that some of the controls at existing signalized intersections may be protective left turns or permissive based on warrants, the City/City Council is not in favor of speed bumps and there is no reason or warrants to install speed bumps, there is no change to the configuration, and the signal does not warrant any change.

Paul Jenican, 2950 Juanita Place asked why the roads do not go through to La Habra.

Laura Avery, 460 W. Valley View Drive, commented that the view, the new trails, and the mass transit proximity are not good arguments for this project.

Shirley Gregg, 1467 Paseo Grande is concerned for the emergency entrance/exit at Euclid Street at Lakeview, with the trails for the horse riders, bicyclist, and hikers coming onto Euclid at Lakeview with the blind curve would not be unsafe. Ms. Gregg asked that changes be made to the plan at the blind curve for the safety of the people using the trails.

Chair Duvignau asked staff for clarification on the new location of the intersection and visual perception.

Mr. Miller explained that the collector road intersection with Euclid St. will be located north of Lakeview near La Senda. There will be emergency access only for the Fire and Police at Lakeview, with no through traffic. Mr. Miller stated that the City will make sure that all design will be made according to the State's highway design manual for sight distance, stopping sight distances, curves, etc.

Commissioner Duncan clarified that Ms. Gregg's concern was that the trail merges onto Euclid.

Mr. Miller stated that the City will make sure all traffic control devices are in place for a safe crossing.

Jack Dean, 2217 Vista Del Sol, spoke in favor of the plan.

Margret Hoonsbeen, 2024 Calle Alegria spoke against the project that the speed on Rosecrans and Gilbert will get worse.

Rachel Sampang, 2106 Homewood Place, asked if the new communities will be gated not allowing hikers access, if any additional modifications will be done to Rosecrans and Gilbert intersection because there is currently a lot of traffic, will funds come from the project if traffic congestion is more than anticipated, and if Coyote Hills access point will be broken for the extension of West Coyote Hills.

Joan Wolff responded that the communities may be gated. They will be private streets and the residents will have the option of being gated. The trails do not go through the residential neighborhoods, and Coyote Hills Drive will be extended to the collector road.

Mr. Miller explained that the traffic study indicated that the level of service is acceptable at Gilbert and Rosecrans and there are no proposed plan modifications of the traffic signal operation but the City does monitor over time and it is monitoring at a very good level of service.

Mr. Hoppe informed the committee that when the City receives traffic mitigation fees, it is put into the Cities coffers for future expenditures that could be saved for up to five years. The city would return to the developer or person who contributed the money if the money is not spent within that time. If the road degrades after the five years, the city would have to find the funding and would have to fund the improvements.

Jeff Townsend, 2501 Greenhill Drive, asked about the numbers that were inputted in the city's traffic model and asked what year it was performed. Mr. Townsend asked if the city's model for traffic had been validated with actual numbers and who would be responsible for the watering of the medians.

Ms. Wolff responded that the landscaping will be drought tolerate material with the effort to minimize the water impact of those median areas which the city will be responsible for the watering.

Mr. Miller responded that he would have to look up the traffic counts. The city keeps track of the traffic model. After a development is built, the city removes the theoretical numbers from the model and uses the exact numbers that are on the roadway.

Karen Lang-McNabb, 172 Hillcrest Drive, concerned about the impact of traffic with the new development and was concerned about the emergency vehicles accessibility.

Bob Hayden, 2831 Park Vista Ct, active in the West Coyote Hills trail advisory committee and

involved in the proposed trail development and is confident that the trails are being looked at with a recreational standpoint as well as with a safety standpoint with the concerns for the crossing at Lakeview at Euclid and Laguna at Euclid. Chevron advisory group and Ad Hoc trail committee stated that both of those intersections will be closely developed and monitored to insure safety for equine, bikers, and hikers who cross there. Chevron is open to developing those intersections appropriately to provide a safe means to crossing them.

Jane Reifer, member of the OCTA Citizens' Advisory Committee, opposed to the development because she believes there is a conflict between having a natural habitat and development even though it is eco friendly or transit friendly and if this project is approved, she would like the best options for public transportation. The alternative transportation recommendations for this project are undeveloped at best. There needs to be a full analysis of commuter pedestrian and bicyclist transportation, better analysis of public transit, and transit mitigation fees,

Chair Duvignau asked if the City could suggest a Transportation mitigation fee for the future.

Mr. Hoppe explained that a transit mitigation fee would require an action by Council, and OCTA is in charge of providing mass transportation.

Chris McCarthy, lives north of Imperial and west of Beach Blvd., concerned on the increase of traffic. Since the retail businesses on Beach and Imperial and the homes were built in La Habra, traffic has doubled. She commented that the access roads will add to the traffic. She asked for them to better analyze this.

Winni Hopkins, 1137 W. Fern Dr., concerned on the impact of traffic.

Gayle Blume, 2150 Cheyenne Way, Unit 165, opposed to development and in favor of preserving West Coyote Hills as open space. To get from the development you will have to go through the neighboring cities which will increase traffic to their communities. Ms. Blume asked if the traffic mitigation fee was a one time traffic fee and if it could be used to repair Rosecrans.

Denny Bean, 1529 Yermo Place, concerned with the traffic impact on Parks and Rosecrans and with the added traffic from the senior housing project under construction at Camino Centroloma.

Kathleen Shanfield, 811 Rancho Circle, commented that Euclid and Rosecrans area is difficult to navigate with the current traffic and would like to encourage the commission to take each question and look at each of them separately. Ms. Shanfield asked if school buses could be looked at for Laguna Road School with the negotiation of any extra mitigation fee to alleviate some of the traffic.

Public hearing closed.

Commissioner Hallstrom requested as this goes forward that a traffic exhibit of all project collectors be provided at each arterial sections so Planning Commission and City Council can review those areas very clearly and make sound decisions, and also to reconsider the traffic mitigation fees amount.

Chair Duvignau needed more updated information and asked the applicant to see more feasible ideas.

MOTION made by Commissioner Rizzo, SECONDED by Commissioner Hall, and CARRIED 5-1 with Commissioner Simmons opposed that first and second request be recommended to City Council for approval.

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Mr. Miller asked if there is any direction from the Transportation and Circulation Commission that needs to be presented to the Planning Commission and City Council.

Concerns to be presented to the Planning Commission and City Council:

Commissioner Hollstrom would like more detailed plans for intersections to be provided.

Commissioner Duncan would like public transportation to be readdressed for the necessity of the people living in that community.

Commissioner Simmons commented that the traffic does not meet the criteria as stated.

MOTION made by Commissioner Hollstrom, SECONDED by Commissioner Rizzo, and CARRIED 5-1 with Commissioner Simmons that the recommendations and concerns be submitted to Planning Commission and City Counci.

COUNCIL REVIEW

Mr. Hoppe spoke on Pomona Street which was a recommendation from approximately 4-5 years ago to provide exemption of early morning parking restriction. Council heard the item, did not take specific action, and asked staff to try to convince the HOA to abandon the roadway so that the HOA can control the parking. The HOA has asked staff to bring it back to Council for final resolution. Recommendation from staff is to allow the overnight parking.

COMMISSIONER COMMENTS

None.

PUBLIC COMMENTS

None.

ADJOURNMENT

There being no further business, the Transportation and Circulation Commission adjourned at 8:00 p.m. until the next regularly scheduled meeting of August 3, 2009, at 4:00 p.m.

Stacy Matsumoto
Acting Administrative Assistant I