#### **MINUTES**

# TRANSPORTATION AND CIRCULATION COMMISSION MONDAY, October 1, 2012, 4:00 P.M. City Council Chamber, City Hall

COMMISSIONERS PRESENT: Ma'Ayn Johnson

Loren Doll John Carroll Jeffrey Grant Pat Buttress

COMMISSIONERS ABSENT: John Bussman

STAFF PRESENT Dave Langstaff, Traffic Engineering Analyst

Mark Miller, Consulting Traffic Engineer Lt. Scott Rudisil, Police Department

Beverly Norton, Clerical Staff

The meeting was called to order at 4:05 p.m. by Chair Johnson

# **PUBLIC COMMENTS**

There was no one from the public present who wished to speak on any matter not appearing on the agenda.

#### CONSENT

MOTION by Commissioner Doll, seconded by Commissioner Carroll and carried unanimously by voting members present, that the Minutes of the June 4, 2012 meeting be APPROVED AS WRITTEN.

# ITEM NO. 1

Consideration of a request to install 15-minute parking on the south side of Commonwealth Avenue in front of King's Flowers at 1530 W. Commonwealth Avenue.

## RECOMMENDATION

Approve and recommend to Council the installation of 15-minute parking in front of 1530 W. Commonwealth Avenue, as shown in Exhibit "A" (Attachment 1).

# **DISCUSSION**

Commonwealth Avenue is an east/west 56-foot wide arterial street with a posted speed limit of 40 miles per hour and an eighty-fifth percentile speed of 43 miles per hour. The average daily traffic volume on this segment of Commonwealth Avenue is 16,400 vehicles. There is improved curb and gutter, with on-street parking on both sides of the street. Overnight parking between the hours of 2:00 a.m. and 5:00 a.m. is prohibited. The lane configuration consists of two lanes in each direction with a double-yellow centerline.

The business owner at 1530 W. Commonwealth Avenue requested 15-minute parking because of a need for short-term convenience parking in front of their store for both customers and the loading/unloading of material goods. Employees of the surrounding businesses as well as nearby residents, both with ample off-street parking availability, often leave vehicles parked for extended periods of time in front of said business.

# Public Hearing Opened

The owner of King's Flowers was unable to attend the meeting requesting Staff represent their interests.

## **Public Hearing Closed**

MOTION by Commissioner Carroll, seconded by Commissioner Johnson, and CARRIED unanimously by voting members present that Staff's recommendation be APPROVED and forwarded to the City Council for consideration.

#### ITEM NO. 2

Consideration of a request to install "3-Hour parking" on the south side of Santa Fe Avenue in front of 250 E. Santa Fe Avenue.

#### RECOMMENDATION

Approve and recommend to the City Council the installation of "3-Hour Parking" between the hours of 5:00 a.m. and 5:00 p.m., Monday through Friday, on the south side of Santa Fe Avenue in front of 250 E. Santa Fe Avenue, as shown in Exhibit "A" (Attachment 1).

## **DISCUSSION**

Terry's Automotive at 250 E. Santa Fe Avenue requested time restricted parking because of continual parking in front of their business by Transportation Center commuters. Many of their customers find it necessary to drop their vehicles off for repair prior to 8:00 a.m. when Terry's Automotive open their gate for business. All on-street parking in the immediate area is already occupied by 5:00 a.m., as a result, Terry's Automotive believes that customers are inconvenienced and business may be lost.

Santa Fe Avenue is an east/west 40-foot wide collector street with a prima facie speed limit of 25 miles per hour. Both sides of Santa Fe Avenue consist of commercial businesses. There is improved curb and gutter with on-street parking on both sides of the street. Early morning parking between the hours of 2:00 a.m. and 5:00.a.m. is not prohibited.

Staff conducted an early morning study which determined that available on-street parking is fully utilized by commuters looking for convenience parking by 6:00 a.m.

This creates a hardship for patrons in both finding close proximity parking in which to leave their vehicle; and for the business owner in operating their business. It should also be noted that there is ample parking available for commuters within the surrounding area as well within the new parking structure.

Based on staff's observations, posting this segment of Santa Fe for short-term parking would guarantee that approximately seven short-term parking spaces would be available throughout the day without creating a hardship for any other surrounding business or the city's commuters.

Commissioner Grant asked if there were any concerns with implementing time restricted parking. Traffic Engineer Langstaff answered there were no concerns.

Public Hearing Opened

The owner of Terry's Automotive was unable to attend the meeting and requested that Staff represent their interest.

Public Hearing Closed

MOTION made by Commissioner Member Buttress, SECONDED by Commissioner Doll and CARRIED unanimously by voting members present that Staff's recommendation be APPROVED and forwarded to the City Council for consideration.

# ITEM NO. 3

Consider a request to remove the 2:00 a.m. to 5:00 a.m. "Early Morning Parking" restriction on both sides of Chapman Avenue between Jacaranda Place and Wanda Drive.

#### **RECOMMENDATION**

Approve and recommend to Council an exemption of the "Early Morning Parking" restriction on both sides of Chapman Avenue between Jacaranda Place and Wanda Drive, as shown in Exhibit "A" (Attachment 1).

# **DISCUSSION**

Chapman Avenue is an east/west residential collector street with a prima facie speed limit of 25 miles per hour and a curb-to-curb street width of 40 feet. The north side of the street consists of four single-family residential properties. The south side of the street consists of four single-family properties and three multi-family properties.

Section 8.44.080 of the Fullerton Municipal Code provides for early morning parking exemptions, providing a majority (51%) of the property owners on both sides of the street are in favor of an exemption, and the area is considered off-street parking deficient. This particular request has 100% support of the property owners on both sides of the street.

#### Public Hearing Opened

Lisa Arbogast, 2030 W. Chapman Ave. – stated that her family and guests have received numerous parking tickets due to the lack of parking. It was not anticipated that home owners and their families would have multiple vehicles at the time the homes were built. In addition, there is an apartment house across the street that adds to the problem. Fire trucks cannot make it down Jacaranda because of parked vehicles.

Simon Hernandez, 2030 W. Chapman Ave. #2 — spoke about the number of times he has received tickets, and that his family and guests have to park several blocks away when visiting. Mr. Hernandez said this issue has been brought before the Committee before and will be brought up again and again until something is done about the parking.

#### Public Hearing Closed

Staff said that the Fullerton Municipal Code states that anything less than a 2-car garage would be considered parking deficient. All of the properties listed are parking deficient.

Commissioner Carroll was concerned there are too many exemptions being given and that the Code should be changed. By allowing exemptions it is eroding the spirit of the code. It may be time to re-examine the restriction.

Traffic Engineer Langstaff said he would provide more in depth information on the Municipal Code on garage and lot size, on hardship parking and how and why exemptions are granted at the next meeting.

Commissioner Johnson asked how many parking spaces will be available with this exemption. Mark Miller, Consulting Traffic Engineer said approximately 20 spaces.

MOTION made by Commissioner Buttress, SECONDED by Commissioner Doll and CARRIED unanimously by voting members present that Staff's recommendation be APPROVED and forwarded to the City Council for consideration.

#### ITEM NO. 4

Consider a request to rescind the existing "No Parking anytime" parking restriction on the east side of Brea Boulevard from 475' north of Panorama Road to 1,265' north of Panorama Road.

This item was rescinded.

# ITEM NO. 5

Consideration of a request for a 4-way stop at the intersection of Roberta Avenue and Eadington Avenue.

#### RECOMMENDATION

Deny the request for additional stop signs on Roberta Avenue at its intersection with Eadington Avenue.

Recommend the installation of "DIP" and "15" mph warning signs on Roberta Avenue in advance of the intersection.

#### **DISCUSSION**

Staff received a request for additional stop control on Roberta Avenue at Eadington Avenue to control vehicle speeds and to eliminate vehicles from "bottoming out" at the cross gutter on the east leg of the intersection.

The intersection is a typical four-legged intersection with 2-way stop sign control for northbound/southbound Eadington Avenue. There is a drainage swale on the east leg of the intersection. Visibility at the intersection is unimpeded on all four legs of the intersection.

Roberta Avenue is an east/west residential collector street with a curb-to-curb street width of 36-feet. The prima facie speed limit is 25-miles per hour and the 24-hour traffic volume is 849 vehicles per day. Eadington Avenue is a north/south local residential street with a curb-to-curb street width of 36 feet. The prima facie speed limit is 25 miles per hour and the 24-hour traffic volume is 466 vehicles per day. On-street parking is permitted on both Roberta Avenue & Eadington Avenue. Early morning parking between the hours of 2:00 a.m. and 5:00 a.m. is prohibited on both streets.

The primary justification for the installation of stop signs at an intersection is based on guidelines established in the California Manual of Traffic Control Devices (CAMUTCD).

The CAMUTCD states that multi-way stop control should be used when specific guidelines are met; where the volumes of traffic on the intersecting roads are <u>equal</u>, and in a manner that minimizes the number of vehicles having to stop. Stop signs are not to be used to control vehicle speeds. As such, the following criterion is considered when evaluating the need for additional stop control:

- A collision problem, as indicated by five or more reported collisions in a 12-month period that are susceptible to correction by 4-way stop control.
  - A review of accident history of this location indicated that there were no collisions susceptible to correction. This portion of the warrant is <u>not</u> satisfied.
- The minimum vehicular volume entering the intersection from the major street approaches shall average at least 300 vehicles per hour for any eight hours of an average day, and on average, there were 65 vehicles per hour entering the intersection. This portion of the warrant is not satisfied.
- The minimum combined vehicular, pedestrian and bike volume entering the intersection from the minor street approaches shall average at least 200 units per hour for the same eight hours, with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

On average, there were 33 vehicles per hour entering the intersection. This portion of the warrant is not satisfied.

Based on traffic volumes and the accident history, the minimum guidelines for the installation of a four-way stop are not satisfied at this location. It should be noted that the same request was brought in front of the T&CC on April 4, 2011 and subsequently denied. Conditions today differ very little from findings 18-months earlier.

Although this particular intersection does not satisfy the standard minimum guidelines for the installation of stop signs, other factors were considered such as a need to minimize potential vehicle/pedestrian conflicts. The conclusion and professional opinion of staff is that a 4-way stop at this location may create unnecessary delay and the possible disregard for the traffic stop; a condition which would actually hinder pedestrian safety.

It was also brought to staff's attention that eastbound/westbound vehicles, that exceed the prima facie speed limit, will often brake suddenly or hit the cross gutter swale (dip) on the east leg of Roberta Avenue.

This creates concern that a vehicle may lose control one day. As a result of said concerns, staff conducted a speed survey which indicated that the eighty-fifth percentile speed of traffic on Roberta Avenue was 29 miles per hour.

This would be consistent with speeds on other streets with similar characteristics and well within normal parameters for a residential street. Staff also determined that most drivers slow to 15-20 mph to traverse the grade change, a behavior that actually helps to reduce east/west vehicle speeds. That said, staff does recommend adding "DIP" and "15" mph warning signs in advance of the intersection to provide greater awareness of the dip and eliminate potential bottoming out of vehicles.

# **Public Hearing Opened**

Beatrice Walsh – spoke saying vehicles speed through the intersection. There needs to something there to slow vehicles down, but she is not in favor of a stop sign.

# **Public Hearing Closed**

Other options were discussed are as follows:

Stop signs – are not to be installed to control speed nor are they known to decrease speed

Station a police officer at the intersection -- but this is only a temporary fix and not feasible long-term.

A round-a-bout – there is insufficient right-of-way and no problem that would justify the cost.

Commission Carroll did not think a dip sign would make a difference. Commissioner Buttress asked if having a Police Officer at the intersection during the peak period would help.

Officer Rudisil advised that resources are limited and having an officer stationed at the intersection would only be a temporary fix. Commissioner Johnson suggested that a speedometer that flashes a vehicles speed would get the driver's attention. Commissioner Grant said that a stop sign would not be effective.

MOTION made by Commissioner Doll, seconded by Commissioner Buttress, and CARRIED unanimously by voting members present that Staff's recommendation to deny the request for a 4-way stop at the intersection of Roberta Avenue and Eadington Avenue, and the installation of a DIP and "15" mph warning signs on Roberta Avenue in advance of the intersection. This item is not recommended for further action.

#### **COUNCIL REVIEW**

There were no items for Council Review

## STAFF/COMMITTEE COMMUNICATION

Lt. Rudisil advised that Traffic Hearings are scheduled for the 3<sup>rd</sup> Tuesday of each month and encouraged Commissioners to attend the meetings. The next meeting is scheduled for October 16, 2012 at 4:00 p.m.

## **ADJOURMENT**

There being no further business, the meeting was adjourned at 5:05 p.m.

Beverly Norton
Clerical Staff