



Agenda Report

Fullerton City Council

MEETING DATE: NOVEMBER 16, 2021

TO: CITY COUNCIL / CITY MANAGER

SUBMITTED BY: STEVE DANLEY, ACTING CITY MANAGER

PREPARED BY: MEG McWADE, PUBLIC WORKS DIRECTOR
DAVID LANGSTAFF, SENIOR TRAFFIC ENGINEERING ANALYST

SUBJECT: CHANGE NO PARKING ANYTIME TO NO STOPPING ANYTIME - ROLLING HILLS DRIVE

SUMMARY

Consideration of a Transportation and Circulation Commission (TCC) recommendation to repeal the "No Parking Anytime" restriction on the north side of Rolling Hills Drive between State College Boulevard and its easterly terminus and to designate the south side of the same segment of street as a place where vehicles are prohibited from stopping anytime.

RECOMMENDATION

Adopt Resolution No. 2021-XX.

RESOLUTION NO. 2021-XX – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, REPEALING NO PARKING ANYTIME ON THE NORTH SIDE OF ROLLING HILLS DRIVE EAST OF STATE COLLEGE BOULEVARD AND DESIGNATING THE SOUTH SIDE OF SAME SEGMENT OF STREET AS A PLACE WHERE VEHICLES ARE PROHIBITED FROM STOPPING AT ANY TIME

PRIORITY POLICY STATEMENT

This item matches the following Priority Policy Statement:

- Infrastructure and City Assets
- Public Safety.

FISCAL IMPACT

The Fiscal Year 2021-22 Adopted Operating Budget includes adequate appropriation for the minimal costs associated with installation of the necessary recommended signing and striping.

DISCUSSION

Background

In August 2021, the Transportation and Circulation Commission requested that staff review the striping and on-street parking utilization on Rolling Hills Drive east of State College Boulevard to determine if the City could provide additional on-street parking for patrons of Craig Regional Park.

This short segment of Rolling Hills Drive is 44 feet wide and terminates in a cul-de-sac 450 feet east of State College Boulevard. The street is a divided street consisting one lane of traffic in each direction with Class II bike lanes, improved curb, gutter and sidewalk on both sides of the street. The prima facie speed limit on this segment of Rolling Hills Drive is 25 mph with minimal traffic. The City prohibits on-street parking on much of the street to accommodate the bike lanes with the exception of a small portion in front of the church on the south side. The north side of Rolling Hills Drive runs parallel to a continuous block wall separating the rear yards of three adjacent single-family homes that do not take access from the street. The City prohibits early morning parking, between 2:00 a.m. and 5:00 a.m., on both sides of the street. The easterly terminus serves as the only entrance and exit driveway to a private road serving a community of 28 residential homes that have sufficient off-street parking. The easterly terminus also provides access to the recreational trail within Craig Regional Park.

Rolling Hills Drive is a designated Class II bike lane connecting Puente Street to the west and Tri-City Park to the east, a distance of approximately 2.3 miles. The only interruption in this on-street Class II bike lane is the segment through Craig Regional Park, which is designated as a Class I bike route, as shown in Exhibit “B” (Attachment 2).

Staff Observation

In reviewing this matter, staff discovered that prohibiting on-street parking on the south side of Rolling Hills Drive and shifting the travel lanes and bike lanes southerly by approximately eight feet, would restore all the on-street parking on the north side of the street. Making such a change would have two significant public benefits. First, the change would increase the number of on-street parking spaces available to patrons of Craig Regional Park, the church and the adjacent homes by approximately nine additional spaces. Secondly, by shifting the striping southerly by eight feet, the travel lanes and bike lines would better align with the striping through the traffic signal at State College. This improved alignment would provide safety enhancements for motorists and cyclists traversing the intersection.

Staff Recommendation

Based on the public benefits outlined above, the City Traffic Engineer supports making the striping and on-street parking changes, as outlined in the Resolution Exhibit “A” (Attachment 1). The City has notified the church and adjacent property owners of both

proposed changes in on-street parking and roadway striping and that the Commission would consider this item.

At the Transportation and Circulation Commission meeting, the property owner at 2900 Hickory Avenue opposed this item. The Commission voted unanimously to support staff's recommendation. Attachment 3 contains a copy of the TCC Staff Report for reference.

Attachments:

- Attachment 1 - Resolution No. 2021-XX
- Attachment 2 - Exhibit "B"
- Attachment 3 - TCC Staff Report