

**MINUTES
TRANSPORTATION AND CIRCULATION COMMISSION
MONDAY, JULY 1, 2019 4:00 P.M.
CITY COUNCIL CHAMBERS – CITY HALL**

COMMISSIONERS PRESENT: Branden Whalen-Castellanos
Susan Gapinski
Amy Koorstad

COMMISSIONERS ABSENT: Ken Fuller
Moramay Sanchez

STAFF PRESENT: Mark Miller – Traffic Engineer
Dave Langstaff – Traffic Engineering Analyst
Meg McWade – Director of Public Works
Jon Radus – Traffic Lieutenant
Paul Dominguez – Engineering Aide

The meeting was called to order by Commissioner Amy Koorstad at 4:04pm.

PUBLIC COMMENTS

(Starts 4:35)

Jessie Jones, Director of the Center for Healthy Neighborhoods explained that over the past year they asked residents about their concerns and needs. Their primary concern was traffic safety, specifically the immense number of cars speeding through neighborhoods. She asked if the commission could address the safety issues.

CONSENT CALENDAR

(7:00) – Moved consent calendar to the August meeting

Commissioner Koorstad MOTIONED to table the consent calendar for July to the next Transportation and Circulation Committee.

ELECT CHAIR AND CO-CHAIR:

MOTION made by Commissioner Branden Whalen-Castellanos to nominate himself for Chairperson. CARRIED (3-0).

MOTION made by Commissioner Koorstad herself as Vice-Chairperson, SECONDED by Commissioner Susan Gapinski, CARRIED (3-0).

REGULAR BUSINESS

ITEM NO. 1

TRUSLOW PARK NEIGHBORHOOD

City Traffic Engineer Mark Miller introduced a staff recommendation to install Stop Signs at various locations within the Truslow Park Neighborhood.

Mr. Miller explained that staff received a request from residents, as well as from Councilman Zahra, to look at traffic conditions within the neighborhood. Staff surveyed the neighborhood and determined that additional stop controls should be installed at "T" intersections.

Public Comment

Kitty Jaramillo, Amy Santos, and Carime supported the installation of stop signs.

Commissioner Koorstad asked whether a sign stating "Opposing traffic does not stop" will be posted where there is not a four way stop. Mr. Miller explained that that type of sign is not usually installed unless there are issues that are determined in the field. If issues continue after the installation of stops signs, staff will consider posting additional signs.

Commissioner Koorstad MOTIONED to APPROVE to recommend the request to install additional stop signs within the Truslow Park Neighborhood to Council, SECONDED by Commissioner Gapinski, CARRIED 3-0.

ITEM NO. 2

100 BLOCK W. COMMONWEALTH AVENUE (18:40)

Mr. Miller introduced a staff recommendation to approve a request to rescind the 30-minute parking and reinstate the 2-hour parking on the north side of the 100 Block of W. Commonwealth Avenue between Malden Avenue and the north/south alley just west of Harbor Boulevard. Current on-street parking within this area is restricted to 30-minutes. In addition to the on-street parking, there is additional 3-hour parking within the public lot behind the businesses along Commonwealth Avenue.

The idea to modify the 30-minute parking restriction and implement 2-hour parking comes from the request of the property owner of Salon Technique at 101 N. Harbor Boulevard, as they feel the 30-minute parking is no longer practical for the surrounding parking demand. Extending the time limits will better serve both customer and employee needs. The north side of Commonwealth Avenue consists of commercial businesses.

Staff observed the cars parked in front of Fullerton ACE Hardware at 117 W Commonwealth Ave and noted that the majority of cars parked along this segment were there well over the 30-minutes. The owner of Fullerton ACE Hardware agreed with the proposal to go back to 2-hour parking.

Public Comment

Pamela Coriell, the owner of Salon Technique, urged the commissioners to pass this item on to council.

Commissioner Whalen-Castellanos asked for a copy of the parking utilization study cited in the staff report.

Commissioner Whalen-Castellanos MOTIONED to APPROVE and recommend to council the installation of 30-minute parking and reinstate 2-hour parking on the north side of Commonwealth Avenue between Malden Avenue and the north/south ally west of Harbor Boulevard, SECONDED by Commissioner Koorstad, CARRIED 3-0.

ITEM NO. 3

130 S. PRITCHARD AVENUE

Mr. Miller introduced a request for a disabled person's parking space in front of 130 S. Pritchard Avenue. Staff recommended that the request be approved and recommended to council.

The property owner of 130 S. Pritchard Avenue made the request for the ADA space on behalf of their tenant in unit "A" at the front of the building. The ADA space is necessary so the tenant has close proximity to parking near the front of their home for a resident that requires medical assisted transportation.

Mr. Miller informed the commissioners that staff determined the property to be ADA compliant for ambulatory needs based on this request. If the tenant moves out and a new tenant moves in and requests the space to be removed, then the space will be removed without needing to go through council.

Commissioner Koorstad asked if the owner of the property is familiar with the removal process and understand that the parking space is not exclusive. Staff informed her that the owner has been informed.

Commissioner Whalen-Castellanos asked if these requests can only be made on streets where early-morning parking is permitted.

City Traffic Engineering Analyst Dave Langstaff informed him that this type of request can be made on any street provided they meet ADA requirements. Approval of ADA parking does not exempt a person from the Early Morning Parking restriction.

Commissioner Gapinski MOTIONED to APPROVE to recommend to council the request to a implement a disabled person's parking space in front of 130 S. Pritchard Avenue., SECONDED by Commissioner Koorstad, CARRIED 3-0.

ITEM NO. 4

SPEED "LUMP" POLICY & PROCEDURES

Mr. Miller explained that this item was first brought before the commissioners on May 6th, 2019. Staff's recommendation is to approve a speed lump policy as outlined in the staff report. At the previous meeting, the commission provided a couple questions to staff including asking about

the proportionate share each property owner would pay. The answer is dependent on the amount of lumps or bumps installed on any particular road, the length of the property frontage would be divided into it. For example, if a resident had a 100 foot frontage, as opposed to an 80 foot frontage, it would be based on the amount of frontage so the property would have to pay more. The larger the property, then more the owner would have to pay. It only applies to those residents who signed the petition, not residents who did not sign the petition.

The second item was a request of staff to prepare a list of streets or portions of streets that are ineligible to receive speed humps based on the approved guidelines. Mr. Miller explained that creating such a list would be problematic and not necessary due to very clear eligibility requirements. Any arterial, collector roadway, or any street with a speed limit over 25mph would not be considered.

Mr. Miller explained that Council requested that staff develop a new policy for speed lumps. The policy proposed includes a charge to residents to install humps and a charge to remove them. Removals will not be considered for lumps that were installed less than 2 years prior.

Commissioner Gapinski asked if the City of Brea charges resident to install the speed lumps. Mr. Miller said they do not. Commissioner Gapinski asked why the City of Fullerton would be charging residents for the speed lumps. She added that she lives in a cut through neighborhood that has a problematic amount of traffic, the residents of that neighborhood did not cause that problem, so she does not see why the City would expect residents to pay for something they did not cause. Commissioner Gapinski admitted to spraying cars with water as they speed down the street, then she asked what failed for Pasadena. Mr. Miller explained that Pasadena has north/south grid system type roadways. When speed lumps were installed on one street, traffic would shift to the next street without lumps, until the amount of streets with lumps multiplied.

Director of Public Works Meg McWade answered Commissioner Gapinski's question about residents paying for the installation of speed lumps. Director McWade explained that the decision relates to how much the city has in terms of resources to fix the roads to begin with. If residents are not charged for the speed lumps, it will take funding away from the city's roadway budget. The need of repairing roadways is the same level, if not greater, than adding speed lumps and there is not enough funding currently to cover all the roadway repair needs.

Commissioner Gapinski stated that the disadvantage of charging residents for speed lumps is that some neighborhoods can afford to pay while others cannot. She believes that everyone should have access to techniques to alleviate speeding through neighborhoods and promote safety.

Commissioner Whalen-Castellanos brought up a previous discussion where they discussed not being able to install speed lumps where the road condition is poor. Mr. Miller confirmed he would not recommend the installation of speed lumps on streets, such as Victoria Drive, until the roadway is re-surfaced.

Commissioner Gapinski revisited the concept that not all residents can afford to install the speed lumps. Traffic Lieutenant Jon Radus informed Commissioner Gapinski that residents can contact traffic enforcement. He acknowledged that the traffic division is not as fully staffed as previous years. He explained that he has monitored areas with high complaints of speeding but he rarely encountered individuals speeding 15mph over a speed limit. He added that for areas that cannot afford the speed lumps the traffic division will still be there to enforce the law. He also mentioned that the installation of speed lumps on roads that patrolling police officers use may delay police response to calls.

Mr. Miller explained that one of the criteria for installing speed lumps is that the police and fire departments review the applications, and it cannot be on an emergency route. Lieutenant Radus added that another option to use besides the speed lumps, is to stripe the lanes in the neighborhood, making them appear smaller and slowing down drivers. Mr. Miller added that staff would look at alternatives if the neighborhood did not meet the criteria.

Commissioner Whalen-Castellanos asked who pays for striping the streets. Mr. Miller stated that the city pays for it. The cost of paint is minimal.

Mr. Langstaff explained the process when staff receive a complaint about speed. Staff sets up speed counters to collect data and notifies the Police Department the times when speeds are elevated. The aim is to try to target the offenders that are going 15mph or more over the speed limit. Staff will follow up with a second study to see if the issue has been solved, then use speed trailers, chicanes and road narrowing with striping as needed.

Commissioner Gapinski asked how much a speed trailer costs. Lieutenant Radus answered, the city had gotten a new speed trailer for roughly \$7000, paid for by an officer traffic safety grant. If needed at a particular location, the police department can be contact and they will move the trailer there quickly.

Commissioner Gapinski asked how much radar feedback signs cost. Mr. Langstaff informed her that they cost between \$15,000 and \$20,000 a piece, and cost closer to \$20,000 if a new pole needs to be purchased. New technology is being developed that flashes a strobe light. Mr. Miller added that these and similar devices currently being implemented are often paid for by Highway Safety Grants the City pursues.

Commissioner Whalen-Castellanos had a concern about cost. The cost of a lump was estimated to be \$3000 with residents having to pay a \$438 fee for the traffic study and administrative costs. Mr. Langstaff explained that the administrative fee was included in the non-refundable \$438 fee for the traffic study, a fee established by council for traffic studies. Commissioner Whalen-Castellanos asked if the total would be the \$3000 for the lumps and \$438 for the study. Mr. Langstaff clarified that it would be \$3000 per lump, Director McWade added that some street segment may need 5 or more lumps.

Commissioner Koorstad asked for clarification that lumps had to have been in place for 2 years prior to qualifying for removal, and removed for 5 years before new speed lumps can be implemented. Mr. Miller spoke from experience about the reasons behind such requirements and the chance that residents may not like the speed lumps once they are installed. He explained that he and Mr. Langstaff do a preliminary review of the requesting area to let residents know if their street meets the warrants for speed lumps prior to having them pay for the application.

Commissioner Gapinski asked how many speed lumps would need to be installed on Nutwood Avenue between Acacia Avenue and State College Boulevard. Mr. Miller stated that lumps are installed roughly 300 feet apart, he is unsure of the exact length of the segment, but there may be 10 to 12 lumps installed. Commissioner Gapinski concluded that it would not be more expensive to choose to install a radar sign.

Commissioner Whalen-Castellanos revisited the cost of installing speed lumps. Mr. Miller informed him that the costs presented were based on current costs other cities have. Commissioner Gapinski asked where the \$3,000 price point comes from. Mr. Miller explained that is the current price the City of La Habra pays for speed lumps.

Commissioner Whalen-Castellanos asked if the \$438 fee can be refunded if the Transportation and Circulation Commission (TCC) declines the resident's request. Mr. Langstaff said the fee is non-refundable as the traffic study would have already been done at that point. He explained that the resident can appeal to council if TCC denies the resident's request, however that will cost another \$231 fee. The \$231 fee is an appeal process fee established by Council.

Commissioner Koorstad MOTIONED to APPROVE and recommend to Council a Speed Lump Policy. No second.

Commissioner Gapinski made a modified MOTION to APPROVE and recommend to Council the Speed Lump Policy, excluding the charge of fees for installation.

Commissioner Whalen-Castellanos modified Commissioner Gapinski's modified motion and MOTIONED to APPROVE and recommend to Council the Speed Lump Policy, reducing the installation fee per lump by one-half of the original fee amount, SECONDED by Commissioner Koorstad, CARRIED 2-1.

GENERAL DISCUSSION

Commissioner Whalen-Castellanos asked how often the Bicycle User Subcommittee gives updates and why they are an existing subcommittee for the Transportation and Circulation Commission. Mr. Miller explained that there should be a member of the Transportation and Circulation Commission on the Bicycle User Subcommittee who can report updates to the Transportation and Circulation Commission. There are currently no overlapping members due to there being new Commissioners on the Transportation and Circulation Commission.

Mr. Langstaff noted that the Bicycle Users Subcommittee positions are now appointed. He explained that items that come up as a recommendation by the Bicycle Users Subcommittee must be presented to the Transportation and Circulation Committee if they involve issues of T&CC oversight.

Commissioner Gapinski asked if the city is entertaining a bike share program. Mr. Miller explained that there was a pilot in the past, however it did not continue. Director McWade stated that the City has been in contact with vendors for motorized bikes and scooters. Mr. Miller explained that staff is looking at the practices of other cities before implementing it in Fullerton.

COUNCIL REVIEW

Mr. Langstaff informed the commission that the ADA parking space at 136 Elm Avenue was approved, as well as Resident Only Permit Parking on Wilshire Avenue between Wilshire Avenue and Balcom Avenue was approved, and Overnight Parking on Truslow Avenue adjacent to Union Park was approved were approved by Council.

ADJOURNMENT

Commissioner Whalen-Castellanos adjourned the Transportation and Circulation Commission at 5:29pm.