

**MINUTES
TRANSPORTATION AND CIRCULATION COMMISSION/
BOARD OF PARKING PLACE COMMISSION SPECIAL MEETING
MONDAY, AUGUST 5, 2019, 4:00 P.M.
CITY COUNCIL CHAMBERS – CITY HALL**

COMMISSIONERS PRESENT: Brandon Whalen-Castellanos, Chair
Ken Fuller
Moramay Sanchez

COMMISSIONERS ABSENT: Amy Koorstad
Susan Gapinski

STAFF PRESENT: Mark Miller – Traffic Engineer
Dave Langstaff – Traffic Engineering Analyst
Meg McWade – Director of Public Works
Jon Radus – Traffic Lieutenant
Nicholas Delgado – Permit Tech

The meeting was called to order by Chairperson Brandon Whalen-Castellanos at 4:00 pm.

PUBLIC COMMENTS

None.

CONSENT CALENDAR

Commissioner Brandon Whalen-Castellanos requested a correction for the misspelling of his first name from “Branden” to “Brandon”.

MOTION made by Commissioner Whalen-Castellanos, SECONDED by Commissioner Ken Fuller and CARRIED (3-0), that the Minutes of May 6, 2019 meeting be APPROVED.

REGULAR BUSINESS

ITEM NO. 1

CHAPMAN AVENUE NEIGHBORHOOD SAFETY ENHANCEMENT STUDY

City Traffic Engineer Mark Miller introduced the recommendation to implement various safety enhancements to the Chapman Avenue neighborhood. Mr. Miller explains that there are 6 to 8 older neighborhoods throughout the city of Fullerton that are under review. This is the second neighborhood to be reviewed as a result of a request from a resident regarding excessive

vehicle speeds on west Chapman Avenue. Staff recommends the installment of additional safety enhancements measures at various locations within the Chapman Avenue neighborhood.

Staff conducted a speed study on four segments of Chapman Avenue. Results show there are typical driving speeds within the area. In addition to the study, staff evaluated sight visibility and accident history. The intersections observed did not meet the minimum guidelines to warrant stop controls, however other factors such as professional judgement, history of the neighborhood, and minimizing potential conflicts due to sight distance issues were considered.

In order to increase sight distance, parking would need to be removed. Staff did not want to penalize residents, so they decided to have more consistency throughout the neighborhood by adding stop signs at "T" intersections.

In addition to stop controls, staffs recommends additional safety enhancements, including red type end reflective diamond markers at streets that dead end; dip warning signs for consistency with existing dip signs; add additional 25mph signs; remove existing "No Outlet" signs; and re-designate the driving direction of the alley between Adlena Drive and the north/south alley.

Public Comment

Marilyn Oropeza explained that she was more concerned about the potential of roundabouts. She is happy to see a four way stop at the end of Orchard Avenue and Chapman Avenue.

Marilyn Oropeza also discussed how individuals driving northbound on Orchard Avenue would run into the guard rails.

Commissioner Moramay Sanchez asked if this was a proposed study to confirm if the stop signs were needed. Mr. Miller explained that they know by experience that the stop signs are not warranted at the proposed intersections, but they want continuity throughout the neighborhood.

Commissioner Ken Fuller asked about the costs and how quickly they can be installed. Traffic Analyst Dave Langstaff responded that the signs can be up within the next several weeks. The City already has some of the signs in stock, but in the case that more need to be purchased, the cost per sign would be around \$100 plus minimum labor for half an hour to install it. Commissioner Fuller also asked if the installation of these signs have been proven, based on the staff's experience, to reduce speeds and cause people to drive more cautiously. Mr. Miller explained that the controls will make people look both ways before proceeding. Traffic Lieutenant Jon Radus added that a control intersection always creates a safer environment for motorist, pedestrians, and bicyclists.

Commissioner Whalen-Castellanos wanted a reference for how high or low the traffic volume is for this neighborhood. Mr. Miller explained that 3000 cars per day is a lot of cars for a residential neighborhood.

Commissioner Whalen-Castellanos asked if there was only one complaint. Mr. Langstaff explained that there have been multiple complaints over the years for Chapman Avenue, this complaint came in a written form from a resident who was unable to make the meeting. He added that the Police Department probably receives more calls. Due to the history of the area, Mr. Miller explained, they decided to look at the area in a holistic manner rather than the one segment the resident was complaining about.

Commissioner Fuller MOTIONED to APPROVE for a submission to City Council, SECONDED by Commissioner Sanchez, CARRIED 3-0-0.

ITEM NO. 2

RICHMAN AVENUE TRAFFIC SAFETY STUDY

Council Member Zahra approached staff with a concern from a resident regarding public safety along Richman Avenue, specifically the area adjacent to Richman Elementary School.

Staff conducted a safety analysis with recommendations to implement additional red curb, to conduct a new speed survey when school is in session, and meet with the school's risk manager to discuss on and off safety site concerns, including the removal of a redundant crosswalk.

This item was essentially a "receive & file" item as staff had the authority to implement the addition of less than 40-feet of red curb.

Commissioner Whalen-Castellanos confirmed with the staff that this item only went to the Transportation & Circulation Commission as a result of Council Member Zahra.

ITEM NO. 3

3012 GARNET LANE – 15 MINUTE PARKING

It was brought to the staff's attention that the Community Center, located at 3012 Garnet Lane, needs short-term parking for venders, intermittent staff, and volunteers. There is no on-site parking and existing conditions prohibit parking in the alleys surrounding the Garnet Community Center. The on-street parking is often heavily utilized and unavailable during daytime work hours.

Mr. Miller introduced a recommendation to install 15-min parking directly in front of the Garnet Community Center to provide short-term relief for the center's volunteers and patrons. The hours of the restriction would be from 6am to 6pm, Sunday and holidays exempt.

Commissioner Fuller asked what actions will be taken if the Garnet Community Center is relocated. Mr. Langstaff informed the commissioner that staff would make a request to the council to repeal the green curb and have the space returned to the neighborhood. Mr. Langstaff also clarified that the restriction is only applicable between 6am and 6pm, the curb will return back to the neighborhood for use after 6pm.

Commissioner Fuller asked if there were any complaints from residents surrounding the Garnet Community Center. Mr. Langstaff confirmed that there was no opposition or complaint towards the proposed action by the residents.

Commissioner Whalen-Castellanos asked who requested this item. Mr. Langstaff explained it was a response to a complaint by the property owner on the west side of the alley. Staff made this recommendation in order to accommodate the property owner's concerns and those of their tenants.

Commissioner Whalen-Castellanos asked what type of outreach is conducted when considering such a request. Mr. Langstaff explained that only the property owner, and/or tenant when applicable, is notified of such a request as they have the vested interest in any change(s). In this particular situation the City of Fullerton was the property owner.

Commissioner Fuller MOTIONED to APPROVE and recommend to Council, SECONDED by Commissioner Sanchez, CARRIED 3-0-0.

ITEM NO. 4

STREET SWEEPING – SELECT CITY STREETS

Mr. Miller introduced the item to consider a Public Works request to install “No Parking-Street Sweeping” signs on select streets citywide. Mr. Miller explained that the city currently posted signs on barricades on certain day in areas requiring additional street sweeping. This method to appease resident demand for additional street sweeping is cost prohibitive and not an effective use of staff time. In lieu of repeatedly posting barricades, staff proposed the installation of permanent signing.

Commissioner Fuller asked how common it is on a residential street in Fullerton to have the street sweeping restriction. Mr. Langstaff estimated that approximately 20% to 25% of all streets have been posted for street sweeping, typically in multifamily neighborhoods where on-street parking prevents proper street sweeping. Commissioner Fuller asked if the request is coming from the neighborhood. Mr. Langstaff responded in the affirmative. Public Works Director, Meg McWade, added that there is a potential for signing the entire city in the future due to storm water regulations related to trash. The City currently has to install trash capture devices on all catch basins, while street sweeping provides the City with an additional measure for removing debris in order to comply with the storm water requirements.

Commissioner Whalen-Castellanos clarified that there are nine different segments that are being proposed for signage. Mr. Langstaff listed the proposed areas, which includes segments on: Carol Avenue, Olive Avenue, Peckham Street, Walnut Avenue, Acacia Avenue, Kellogg Avenue, West Avenue, Truslow Ave, and Gilbert Street. Mr. Langstaff observed that the majority of these segments are adjacent to multi-family housing, which is the biggest reason why the city is having problems sweeping these areas.

Commissioner Fuller asked if there has been any kick back by residents in past situations regarding street sweeping. Mr. Langstaff explained that there will be complaints anytime citations occur; however, requests such as the one proposed typically comes from the residents themselves due to the lack of street sweeping.

Commissioner Sanchez asked how residents are notified about the new street sweeping signage. Mr. Langstaff explained that there is a grace period where the police department does not ticket residents. She also recommended that there be an outreach to residents who live in the proposed areas due to the potential lack of communication between property owner and tenant.

Commissioner Fuller recommends that signs be posted on trees instead of only relying on mail. He also sought clarification as to how the residents would be notified prior to placement of the signs and asked what the most cost-effective type of notification would be; i.e. mailing or posting a big sign on a tree. He thinks posting a sign would be more cost effective. Mr. Langstaff said

that can be done if it is the wish of the commission, public postings have been done in the past. Commissioner Fuller persisted that mailing may not be the most cost-effective choice. Mr. Langstaff explained that with mailing there will be a material cost and a little bit of staff time while with the sign posting there will be little material but more labor, he believes it would be a more cost-effective choice to mail out letters.

Commissioner Sanchez disagreed with a public posting due to the possibility of residents not seeing the sign if they do not use the front entrance of the property or return home at night.

Commissioner Whalen-Castellanos asked if it is possible for extra signage instead of only relying on mail. Mr. Langstaff explained that the street will be posted no parking for specific days and times, which in addition to the flyers that can be sent out, should be adequate. Mr. Miller added that in the past there had never been complaints from residents stating that they have not been notified early enough.

Commissioner Fuller explained that he was more concerned about who at the residence would be notified and concerned that only the property owner would be notified. Mr. Langstaff responded that typically only the property owner is notified but an effort can be made to notify the tenants as well in situations involving multi-family properties. Commissioner Fuller added that he thinks this issue is not as minor as it may seem, it may affect resident's quality of life. Mr. Langstaff clarified that these restrictions are already in place, the sign is currently being posted on barricades rather than a permanent post. The residents are used to this scheduled posting time for sweeping, the city will only be transitioning from a temporary sign to a permanent channel post.

Mr. Langstaff confirmed that extra measures can be made to inform residents and reminded the commissioners that the property owners are notified when the item goes to council, however, staff would consider other options to notify residents as well.

Commissioner Fuller wanted insight about how the grace period works due to there being an existing parking problem. Mr. Miller explained that a Parking Control Office follows the street sweepers and cites any vehicle parked; however, enforcement would be suspended for 1-week following the installation of all signing. Commissioner Fuller also asked if any debris, oil, or chemicals have been observed by staff on the street due to this problem. Mr. Langstaff explained that the request is coming from the Public Works-Maintenance Department whose employees have made such observations.

Commissioner Whalen-Castellanos made mention that the whole city is being swept. Director McWade concurred but explained that there are whole neighborhoods where sections or entire blocks are not swept due to residential on-street parking. This posting would require said residents to move their vehicles to allow sweepers to sweep the street.

Mr. Miller observed that this policy will also assist the Police Department in identifying vehicles that are abandoned or parked in excess of the maximum limit of 72-hours.

Commissioner Sanchez asked if the citation is given after six days of being left in one spot. Lieutenant Radus clarified that a citation is given after three days. If the vehicle has not been moved during that time it would be subject to being towed. Ms. Sanchez added that the neighborhood she lives in has an abundance of residents who leave their cars in one spot for longer than three days. She explained that her and her neighbors see a car parked there for three days, report it, and then have to wait another three days, making it take six days for action

to be taken. Lieutenant clarified once more that a car is cited after three days of not moving after it has been marked. The car does not have to be there three days before a resident calls it in.

Commissioner Fuller asked if residents can be cited with the temporary signs in place. Lt. Radus stated that the could be cited with 24 hour advance notice of the restriction.

Commissioner Fuller MOTIONED to approve this item for submission to City Council under the condition that each individual resident is notified about the proposed changes. SECONDED by Commissioner Sanchez. Commissioner Whalen-Castellanos asked about why only the property owners are notified. Mr. Langstaff explained that the property owner is considered to have the best interest in their property. CARRIED 3-0-0.

GENERAL DISCUSSION

Commissioner Fuller wanted input about how the current state of the roads are affecting traffic and circulation. Director McWade addressed the poor conditions of the roads and confirmed that it does impact circulation. She stated that the city has been in contact with OCTA and other transportation agencies regarding additional funding to improve road conditions. The city is requesting funding however there are strict rules on the use of both SP1 and measure M2 funds. She concluded that road conditions absolutely affect circulation.

Mr. Miller mentioned that the current condition of the roads does keep speeds down and that paving a road will make it quieter and increase driving speeds. The difference in road conditions can be seen from city to city. With the rain and subgrades, the conditions are worsening. City of Fullerton sees a lot of commuter thru traffic that is not generated by residents of Fullerton. Bus traffic also contributes to pavement damage, as well as truck traffic.

Director McWade mentioned that the city does have the Infrastructure and Natural Resources Advisory Committee (INRAC) who has been tasked by City Council to look at roadways and other assets of the city, such as traffic signals, buildings, facilities, water system, sewer system, and series lighting. A third of the city's streetlights are series lighting and these lights are no longer supported by Edison, so the city is in a situation where a third of the lighting needs to be replaced at a cost around 30 million dollars. She concluded that the roads are a piece of a broader infrastructure that needs investment. INRAC has been looking at those assets.

Commissioner Fuller asked if there have been any situations of flying debris from the road hitting pedestrians or denting cars. Mr. Langstaff informed him that he is not aware of any reports arising from flying debris.

Commissioner Whalen-Castellanos discussed how council wants to make the Active Transportation Committee into a formal committee. This new committee would still recommend to Transportation and Circulation Commission and City Council depending on the item.

Mr. Langstaff let the commissioners know that there could be a "Special" meeting on September 19, 2019 if necessary.

ADJOURNMENT

Chair Whalen-Castellanos adjourned the Transportation and Circulation Commission at 5:20pm.