RECEIVED
07 NOV 15 AM 11:42
CLERK OF THE BOARD
ORANGE COUNTY
BOARD OF SUPERVISORS

County of Orange

MEMO

559D

DATE: November 15, 2007

TO: Darlene Bloom, Clerk of the Board

FROM: Thomas G. Mauk, County Executive Officer

SUBJECT: Exception to the Rule 21

The County Executive Office is requesting a supplemental for the November 20, 2007 Board Hearing Meeting:

Board Meeting Date:	**November 20, 2007**
Subject:	**September 20, 2007 Traffic Committee Recommendations.**
Calendar:	**Supplemental**
Districts:	**3,5**

Reason for Supplemental: **To address the immediate traffic safety needs of the community within Districts 3 and 5.**

Concur:

Chris Norby, Chairman
Board of Supervisors

cc: Member, Board of Supervisors
Rob Richardson, Assistant to the County Executive Officer
Ben De Mayo, County Counsel

Agenda Item (Clerk's Use Only)

RECEIVED NOV 16 AM 11:42 BOARD OF SUPERVISORS ORANGE COUNTY

SUPPLEMENTAL AGENDA ITEM
AGENDA STAFF REPORT

ASR Control

MEETING DATE:	11/20/07
LEGAL ENTITY TAKING ACTION:	Board of Supervisors
BOARD OF SUPERVISORS DISTRICT(S):	3, 5
SUBMITTING AGENCY/DEPARTMENT:	Resources and Development Management Department
DEPARTMENT CONTACT PERSON(S):	Ted Rigoni, (714) 834-5872
	Grant Anderson, (714) 834-5034

SUBJECT: September 20, 2007 Traffic Committee Recommendations

CEO CONCUR	COUNTY COUNSEL REVIEW Approved Resolution to Form	CLERK OF THE BOARD Discussion

Budgeted: Yes **Current Year Cost:** $21,200 **Annual Cost:** $20,000

Staffing Impact: N/A **# of Positions:** **Sole Source:** No

Current Fiscal Year Revenue: N/A

Funding Source: GF: $20,000 Sheriff-Coroner, Road: $1,200

Prior Board Action: N/A

RECOMMENDED ACTION(S)

Item A - North Tustin; District 3
Recommended Actions:

1a. Approve the report.
1b. By resolution, reject the Traffic Committee's recommendation and establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm on 17th Street from Prospect Avenue to Newport Avenue.

Item B - Ladera Ranch; District 5
Recommended Actions:

1. Approve the report.
2. By minute order to the Sheriff-Coroner, assign an adult school crossing guard at the intersection of Main Street at Second Street.

Item C - Ladera Ranch; District 5
Recommended Actions:

1. Approve the report.

Item D - Ladera Ranch; District 5
Recommended Actions:

1. Approve the report.
2. By minute order to the Sheriff-Coroner, assign an additional adult school crossing guard at the intersection of Sienna Parkway and O'Neill Drive.

Item E - El Modena; District 3
Recommended Actions:

1. Approve the report.
2. Establish a 35 miles per hour (mph) "Radar Enforced" speed limit on Hewes Street between Pearl Avenue and Spring Street.
3. Establish a 40 mph "Radar Enforced" speed limit on Hewes Street between Walnut Avenue and Bond Avenue.

SUMMARY:

Approval of the recommendations of the Orange County Traffic Committee and/or the Resources and Development Management Department (RDMD) for the five agenda items discussed at the meeting of September 20, 2007, will improve parking conditions, school children safety, and traffic safety.

BACKGROUND INFORMATION:

At the September 20, 2007 Traffic Committee meeting, the Committee considered five items to address traffic safety:

A. 1. A request to establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm Saturday & Sunday on the north side of 17th Street between Prospect Avenue and Mauve Drive. OR
   2. A request to establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm on 17th Street from Prospect Avenue to Newport Avenue.

B. A request to assign an adult school crossing guard at the intersection of Main Street and Second Street.

C. A request to assign an adult school crossing guard at the intersection of Avendale Boulevard and Sellas Road. The Committee considered this request and recommended that a crossing guard not be assigned at this location as detailed in the attached report.

D. A request to assign an additional adult school crossing guard at the intersection of Sienna Parkway and O'Neill Drive.

E A request to establish a 35 mph "Radar Enforced" speed limit on Hewes Street between Pearl Avenue and Spring Street.

A request to establish a 40 mph "Radar Enforced" speed limit on Hewes Street between Walnut Avenue and Bond Avenue.

The Traffic Committee recommendations to your Board are included within the attached report and summarized under recommended action. The Traffic Committee considered two alternative restrictions on parking under Item A for 17th Street and recommended A-1 above, a 3-hour parking limit Saturday and Sunday between Prospect Avenue and Mauve Avenue. RDMD/Public Works respectfully disagrees with the Traffic Committee's recommendation and recommends that your Board of Supervisors approve recommendation A-2 above establishing a 3-hour parking limit between Prospect Avenue and Newport Avenue (the entire unincorporated section of 17th Street). RDMD/Public Works makes this recommendation because it would reduce the potential for collisions and improve sight distances seven days a week, instead of just Saturday and Sunday. The restrictions would be between the hours of 8:30 am and 5:30 pm, the peak traffic conditions on 17th Street. An increasing number of vehicles are being parked on 17th Street for extended periods of time with for sale signs. The long-term parking of these vehicles interferes with the use of the bike lane and sight distance from driveways.

The Traffic Committee recommended approval of the staff's recommended actions for Items B, D and E. Item C, Crossing Guard at Avendale Boulevard and Sellas Road, was not recommended for approval.

CEQA Compliance: The subject activity is not a project as defined by CEQA pursuant to Section 15378 (b) (2) of the CEQA Guidelines.

FINANCIAL IMPACT:

N/A

STAFFING IMPACT:

N/A

EXHIBIT(S):

Exhibit A - Orange County Traffic Committee Agenda
Exhibit B - Orange County Traffic Committee Minutes - Item A
Exhibit C - Draft Resolution for Item A
Exhibit D - Draft Resolution for Item A (Alternative)
Exhibit E - Orange County Traffic Committee Minutes - Item B
Exhibit F - Orange County Traffic Committee Minutes - Item C
Exhibit G - Orange County Traffic Committee Minutes - Item D
Exhibit H - Orange County Traffic Committee Minutes - Item E
Exhibit I - Draft Resolution for Item E

Exhibit A

ORANGE COUNTY TRAFFIC COMMITTEE
AGENDA
September 20, 2007
Hall of Administration - Room 119
9:00 a.m.

Meeting called to order at 9:00 a.m.

ITEM	PROPOSAL
A.	Proposed Parking Restrictions on 17th Street between Prospect Avenue and Newport Avenue; North Tustin; District 3.
B.	Assign adult school crossing guard to the intersection of Main Street at Second Street; Ladera Ranch; District 5.
C.	Assign adult school crossing guard to the intersection of Avendale Boulevard and Sellas Road; Ladera Ranch; District 5.
D.	Assign a second adult school crossing guard at the roundabout of O'Neill Drive @ Sienna Parkway; Ladera Ranch; District 5.
E.	Establish speed limit on Hewes Street between Pearl Avenue and Spring Street and between Walnut Avenue and Bond Avenue; El Modena; District 3.

ATTENDANCE

COMMITTEE REPRESENTATION:

Automobile Club of Southern California	Absent
California Department of Transportation	Jose Hernandez
California Highway Patrol	S. Shipley
Capistrano Unified School District	Cary Brockman
RDMD/Operations	Wil Niemann
Sheriff's Department	Bob Osborne
RDMD Traffic Chairman,	Grant Anderson
Saddleback Valley Unified School District	Absent

GUESTS:

Exhibit A

Matt Petteruto
Chuck Gibson
Larry De Crona

The meeting was adjourned at 11:00 a.m.

Exhibit B

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: September 20, 2007 **ITEM A**

SUPERVISORIAL DISTRICT: District 3

SUBJECT: Parking

LOCATION: 17th Street, North Tustin, T.B.830 B-1, C-1, D-1

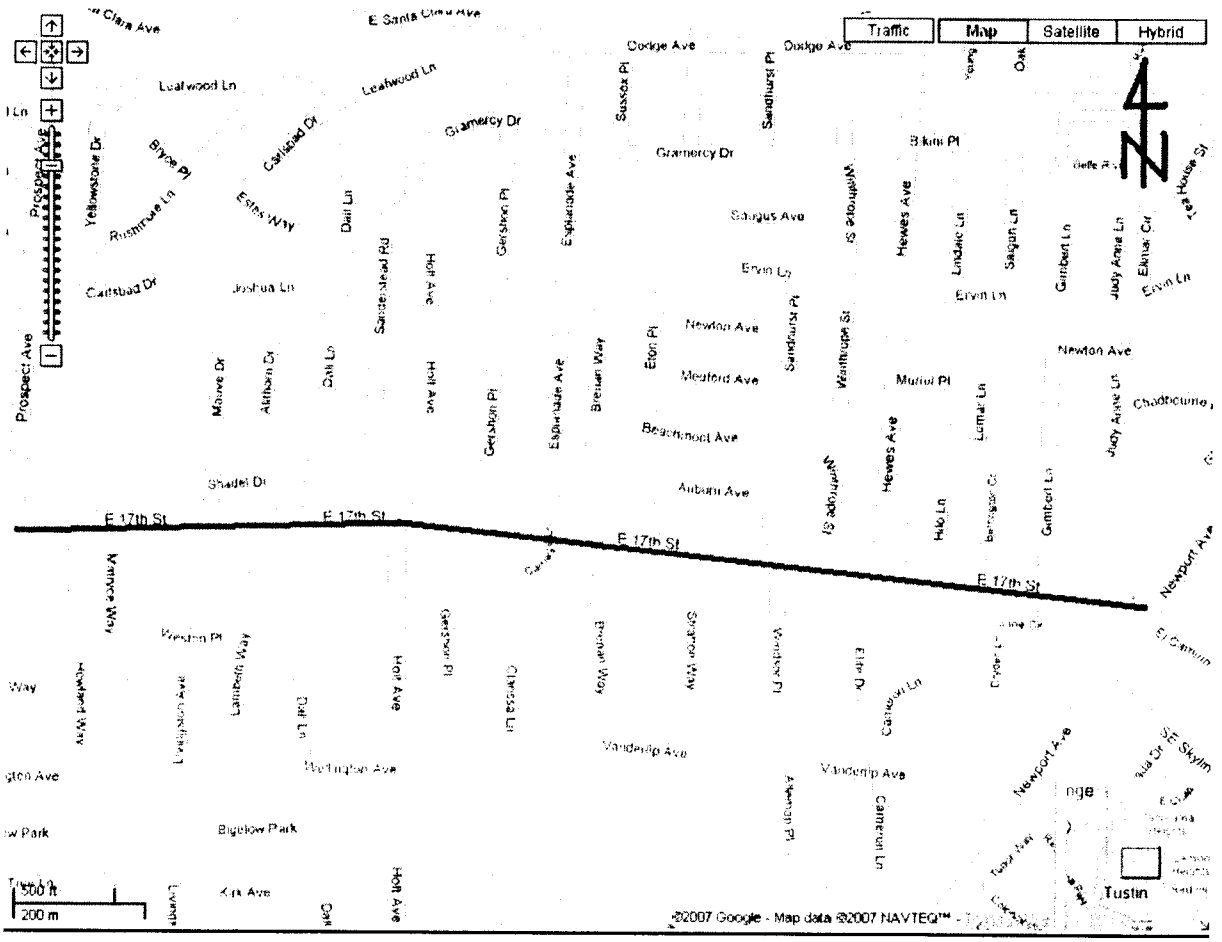
INITIATED BY: Elizabeth White, Trinity United Presbyterian Church

INVESTIGATOR: W. Zhu

REQUEST: Regulation of "For Sale" Vehicles Parked between Prospect Avenue and Mauve Drive.

DATA:

LOCATION MAP



EXISTING CONDITIONS

17th Street is classified as a Major Arterial Highway. The segment within County's unincorporated area from Prospect Avenue to Newport Avenue is about 1.1 mile in length. The highway is not fully improved; curb-to-curb width varies from 68' to 84' and the current lane-configuration is divided four-lane with on-street (typically 8' wide) bikeways (varies between Type II & III) on both sides and left-turn pockets at minor street intersections. The majority of land-use along the roadway is residential with some direct residential frontage and access. On-street parking is prohibited near intersections and within some portions of the bike lanes, constituting less than 20% of the roadway length. The Trinity United Presbyterian Church is located at the north east corner of the intersection of Prospect Avenue and 17th Street. No school or major commercial building exists within this reach of 17th Street.

TRAFFIC VOLUMES – 24 HOUR ADT

Location	Date	Direction	Volume
17th St B/T Prospect & Holt	03/15/07	Both	25,692
17th St B/T Holt & Hewes	03/15/07	Both	21,666
17th St B/T Hewes & Newport	03/15/07	Both	19,426

SPOT SPEED DATA

Location	Date	85th Percentile	10MPH Pace	% In Pace	Total Vehicles
B/T Prospect & Holt	07/23/07	45 mph	38 – 47	86%	181
B/T Holt & Hewes	07/23/07	46 mph	36 – 45	75%	145
B/T Hewes & Newport	07/23/07	47 mph	40 – 49	74%	133

ACCIDENT DATA

4 collisions were reported on this segment of 17th Street over the last twelve months; 3 of which were correctible accidents (none with parked vehicles).

ANALYSIS

RDMD has received multiple citizens' complaints regarding the number of vehicles parking on the north side of 17th Street, immediately to the east of Prospect Avenue, for the express purpose of advertising their sale. These vehicles are parked in front of the Trinity Presbyterian Church on a daily basis, varying in number during the week. Weekends incur the highest incidence of For-Sale parking with approximately 20 parked vehicles and week days vary from 10-15 vehicles. These vehicles are typically parked for the entire day and the number of parked

vehicles with "For Sale" signs has increased continuously since the issue was first reported. Only 2~4 vehicles were observed parking in this area approximately 6 months ago.

An existing County Ordinance, adopted in 1984 and amended in 1990, prohibits the parking of vehicles with signs advertising their sale. Title 6, Division 1, Article 3.5 of the County's Codified Ordinances states, in part:

> *Sec. 6-1-73. Violation.*
> *No person shall park any vehicle on a public or private street, parking lot or any public property or off-street parking facility with any advertising sign painted on, affixed to or resting on the vehicle.*
> *(Ord. No. 3783, § 1, 3-13-90)*

However, discussions with the Sheriff indicate that this ordinance is not currently being enforced based on potential Constitutionality issues. Based on information received from County Counsel, a municipality must have a substantial interest in regulating commercial speech (e.g. traffic safety), but the prohibition must directly advance that interest and cannot be more extensive than necessary. The enforcement of this ordinance may be allowable as a mitigation of documented traffic safety concerns.

Traffic safety concerns may be documented either qualitatively or quantitatively; while there are no records of accidents relating to the parking of For-Sale vehicles in this area, the concentration of parked vehicles at this location has reduced the availability of the entire roadway for use by the general public and bicyclists and reduced the available sight distance at driveways for long periods of time..

In response to the citizens' complaints, Traffic Operations staff conducted an investigation of this roadway segment and identified the following various alternatives which could address their concerns. In parallel, the RDMD is initiating a request to the County Counsel to revise the existing ordinance and ensure its constitutionality.

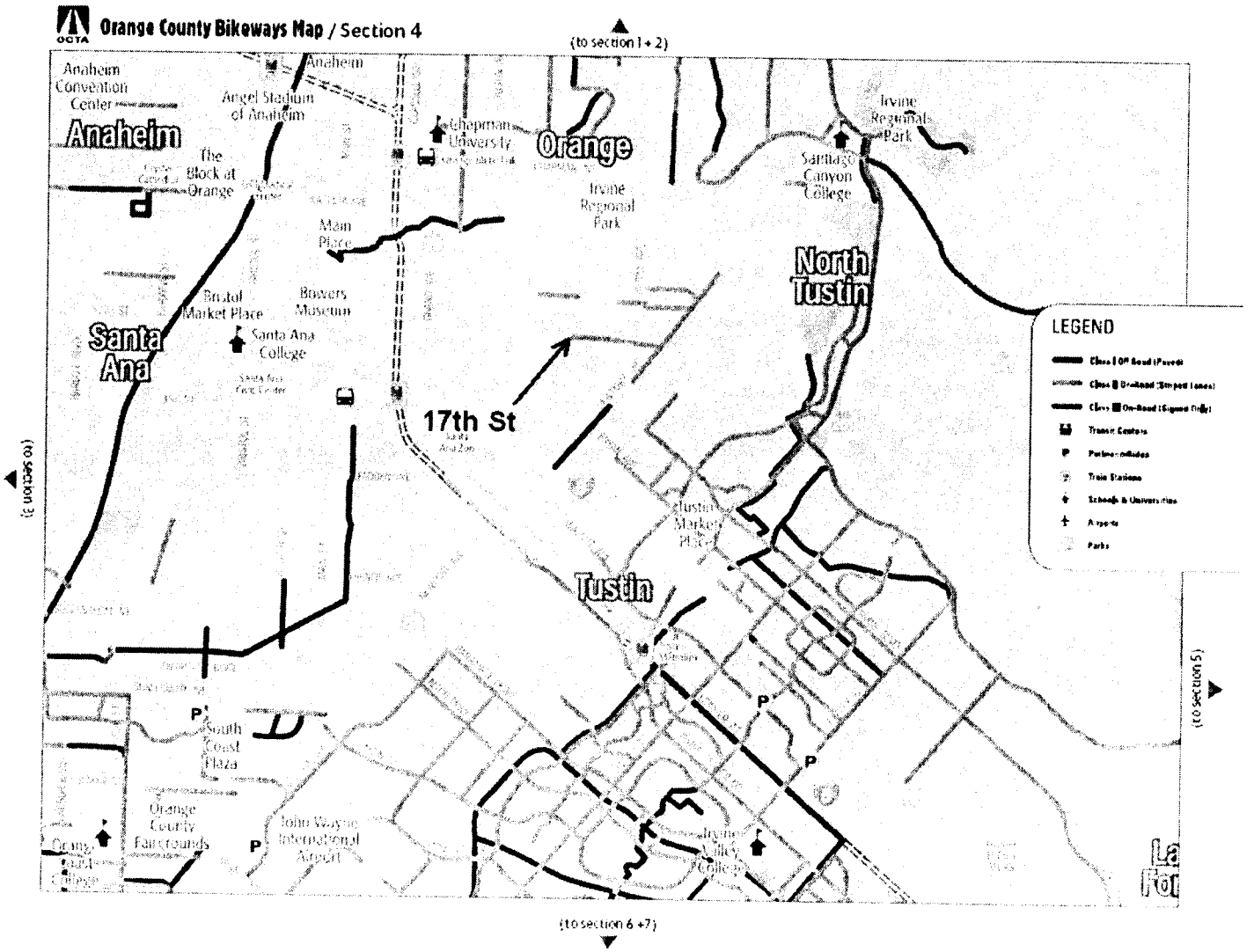
Alternative 1: Designate the bikeways on 17th Street between Prospect Ave. and Newport Ave. as Type II On-Road Bike Lanes with restricted parking.

The Orange County Transportation Authority (OCTA)'s 2005 Bikeways Plan designates the existing bikeways on this stretch of roadway as Type II Bike Lanes. Defined by the California Streets and Highways Code Section 890.4.(b), Class II bikeways, such as a "bike lane," provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Furthermore, according to Orange County Traffic Manual 2007 Section XIII.B.3.(a), if parking is not restricted, the minimum bike lane width shall be 11 feet. The width of existing bikeways on this roadway varies from 5' to 8', which suggests that parking shall not be permitted on this roadway segment.

- Pros: The method eliminates parking for all vehicles, including For-Sale vehicles, on the entire roadway segment. It would not only conform to OCTA's strategic plan but also

reduce potential collision occurrence and improve sight distances at minor street and driveway intersections.

- Cons: While this would eliminate the For-Sale vehicles parking on-street, it will also eliminate the parking for all other vehicles including those attending Church on Sundays and residents with direct frontage on 17th Street. The impact to the community may be considerable. 10 homes directly front the street and currently utilize the street for on-street parking (with no reported vehicle to parked car accidents). This alternative would not be compatible with resolving the parking issue from the church member's perspective.



Alternative 2: Post "No Parking" in front of church.

- Pros: It is a direct approach to eliminate the For-Sale vehicle parking; only impacting those vehicles parking adjacent to the Church and would eliminate the sight distance restriction posed by parked vehicles.

- Cons: The availability of County highway parking for use by the general public is compromised. The ability to use 17th St for overflow Church parking is eliminated and "For Sale" vehicles may simply park at a different location in the neighborhood.

Alternative 3: Impose time restriction parking in front of Church.

Time restriction parking is typically installed immediately adjacent to, or in the area of, commercial land uses. The usual purpose of the time restriction is to create parking turnover in the commercial areas, or to prohibit all day parking by the employees of area businesses. Two locations with 2-hour time restriction currently exist along this portion of 17th St. In this case, applying a 3-hour parking restriction from 8:30AM to 5:30PM would discourage any type of vehicles parking on-street all day. Parking would be allowed in the evening hours and overnight to minimize impacts to the church and adjacent residences. With Alternative 3, parking could be restricted adjacent to the church as parking at this particular location is where the current parking takes place and therefore needs immediate attention.

- Pros: Time restriction parking would eliminate the all-day parking of For-Sale vehicles without compromising the need for overflow parking on Sundays by church parishioners.

- Cons: Timed parking restrictions require additional enforcement over a No Parking zone to be effective. For a small area as such, the enforcement is difficult to be cost effective. Same as previous alternative, this alternative may also cause migration of the undesirable parking and create negative impact to adjacent community.

Alternative 4: Impose time restriction parking throughout the entire stretch from Prospect to Newport.

- Pros: Time restriction parking throughout the entire stretch from Prospect to Newport will prevent the migration of these For Sale vehicles or advertisement vehicles to different locations along 17th St., reducing conflict between these vehicles and the residents with frontage facing 17th Street.

- Cons: Implementing time restriction parking needs to reflect the demands in the area by not only the church members but also the residents and other businesses with legitimate needs to park on-street. The time restriction has to have the ability to be enforced in a cost effective and efficient manner in order to be effective. The enforcement can be labor-intensive and neither the Sheriff nor the Highway Patrol has dedicated parking enforcement officers in this area. Parked vehicles with for-sale signs may simply relocate to other nearby arterial highways. And finally, the characteristics of 17th St. are not

unique; the parking restrictions utilized on this street could be precedent setting for all other County arterials.

PUBLIC COMMENTS AND INPUTS

Mr. Larry De Crona, a representative of the church, stated a few facts for committee's consideration: First The church has many other community activities on weekdays in addition to Sunday services i.e. young adults fellowships (Thursday), children's ministries (Wednesday), Samaritan Care Center (M~F)... Secondly, church does allow the public to utilize the parking lot when it's not in use by the church as a courtesy. Last but not least, if only weekend time restriction parking can be approved, Saturday should be included to make sure that parking is available for church overflow parking when service starts at 8:00am Sunday morning.

TRAFFIC COMMITTEE DISCUSSION

Representative from RDMD O&M posed a question regarding how the residents would respond to the change of parking regulation along 17th Street. Traffic engineering staff responded that a notice to residents was sent on 8/21 to 18 residents who could potentially experience the change of parking dynamics. No reply was received as of today.

Representative from CHP suggested imposing time restriction only on specific days (Sunday) at specific location (in front of the church) in order to minimize impact to the community. The recommendation was modified to impose 3-hour limited time parking during Saturday and Sunday in front of church. During the weekdays sheriff shall enforce the 72-hour Rule (per County Codified Ordinance 3768 Sec. 6-4-603 b. Maximum Parking Time Limit).

RECOMMENDATION

Establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm Saturday & Sunday on the north side of 17th Street between Prospect Avenue and Mauve Drive.

BOARD ACTION NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.

2. By resolution, establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm Saturday & Sunday on the north side of 17th Street between Prospect Avenue and Mauve Drive.

Exhibit C

RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA

December 4, 2007

WHEREAS, on September 20, 2007, the Orange County Traffic Committee held a meeting to consider agenda items to address traffic safety; and

WHEREAS, one of the agenda items discussed by the Committee was on parking issues in North Tustin and the Committee prepared report of its findings and recommendations to the Board for action.

NOW, THEREFORE, BE IT RESOLVED that this Board does hereby:

1. Approve the Orange County Traffic Committee report of September 20, 2007.

2. Establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm Saturday & Sunday on the north side of 17th Street between Prospect Avenue and Mauve Drive.

Exhibit C

Exhibit D

RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA

December 4, 2007

WHEREAS, on September 20, 2007, the Orange County Traffic Committee held a meeting to consider agenda items to address traffic safety; and

WHEREAS, one of the agenda items discussed by the Committee was on parking issues in North Tustin and the Committee prepared report of its findings and recommendations to the Board for action.

NOW THEREFORE, BE IT RESOLVED that this Board does hereby:

1. Approve the Orange County Traffic Committee report of September 20, 2007.

2. Establish a 3-hour limited time parking restriction from 8:30 am to 5:30 pm on 17th Street from Prospect Avenue to Newport Avenue.

Exhibit D

Exhibit E

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: September 20, 2007 **ITEM B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Adult School Crossing Guard

LOCATION: Main Street at Second Street; TB 922 F7

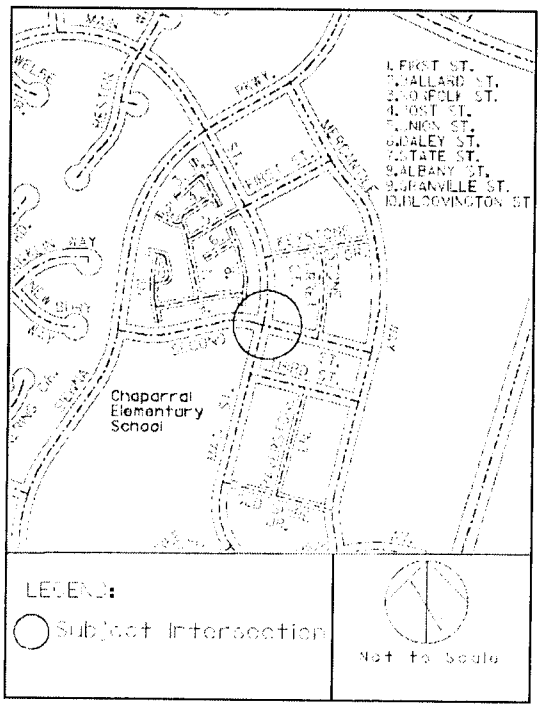
INITIATED BY: Cary Brockman
Director, Facilities Services
Capistrano Unified School District
33122 Valle Road
San Juan Capistrano, CA 92675

INVESTIGATOR: Deepthi Arabolu

REQUEST: Assign adult school crossing guard to the intersection of Main Street at Second Street for Chaparral Elementary School.

DATA:

LOCATION MAP



EXISTING CONDITIONS

Main Street and Second Street are 36' wide residential streets. These streets have 30' long "chokers" constructed at the intersection which narrow each street to 24' wide. The intersection itself is controlled by a 4-way stop. There are four yellow school crosswalks at the intersection. Parking is restricted on each approach to the intersection adjacent to the "chokers". All appropriate school zone and traffic control signs are posted in the immediate area. There is no centerline striping on either residential street. Chaparral Elementary School is located at the southwest quadrant of the intersection. The community club house and swimming facilities are located at the southeast quadrant. The remainder of the area is residential units. The 25 mph residential speed limit applies to this area.

ACCIDENT DATA

There have been no reported traffic collisions on Main Street at Second Street over the past 12 month period.

PEDESTRIAN/TRAFFIC VOLUMES

Location	Date	Time	Pedestrian Volume	Opposing Vehicle Volume
Crossing Main Street at Second Street	09/06/07	7:20-8:00	176	237
Warrant			50/2 hr	500

ANALYSIS

The warrant for the assignment of an adult school crossing guard has a basic requirement that there be at least 25 school-aged children crossing per hour for any two hours of the day. Typically this two hour period is comprised of the morning arrival and afternoon dismissal at the school. These two one hour periods experience the most pedestrian and vehicle traffic. The warrant further provides that at all-way stop controlled crossings, such as Main Street and Second Street, there be at least 500 opposing vehicle conflicts per hour during the same two hours when children are present. Both the pedestrian and the vehicle volume elements of the warrant must be met to justify the assignment of a crossing guard based on volumes.

Manual pedestrian/vehicle counts were conducted at the existing school crosswalks crossing Main Street and Second Street. The morning pedestrian count was 176 students with the concurrent conflicting vehicle movement being 237. Access to the school's main parking lot is

provided from Sienna Parkway. The intersection of Main Street at Second Street provides access to students to the rear side of the school buildings. The streets intersect each other at right angles and no parked cars or vegetation cause sight distance issues. Pedestrian counts showed that predominant pedestrian pattern is across Main Street using south side crossing followed by east side crossing across Second Street. The majority of parent drivers drop off children while in the queue of vehicles at the stop sign. The kids then use the adjacent side walks to connect to the school crosswalk at the intersection. Staff did not observe any challenges created by the two modes of travel sharing the roadway. Furthermore, orderly and predictable movement of traffic and pedestrians was observed at the intersection.

The subject location was previously presented to the Traffic Committee during January 2003 with a request to assign an adult school crossing guard. The manual pedestrian/vehicle counts conducted at the existing school crosswalks across the intersection at that time were measured to be 77/119 during the morning rush hour and 41/118 during the afternoon peak period. The Committee concurred with the staff report findings which stated that, though the basic pedestrian volumes were met, the conflicting vehicle volumes were significantly below those associated with the placement of an adult school crossing guard. The Committee determined that the existing all-way stop operation at this intersection provided an appropriate level of school pedestrian safety given the traffic and pedestrian patterns existing at that time during school activities.

The current findings reveal that while pedestrian and traffic volumes have increased, almost doubling from previous staff investigation in 2003, conflicting vehicle volumes continue to stay below the minimum warrant for an adult crossing guard. The significant rise in the traffic and pedestrian volume is commensurate with the growth within the Ladera Ranch Planned Community over the last four years. Growth and school enrollment is now leveling off with the build-out of the community. Despite the increase in volumes, the lack of accidents and staff's field observation show that the intersection is operating without any unusual safety problems and does not require any changes or additional traffic controls at this time. Therefore, staff's recommendation concurs with the previous recommendation from 2003.

PUBLIC COMMENTS AND INPUTS

Mr. Chuck Gibson, President of the Ladera Ranch Transportation Club addressed the Committee and stated that, though he supports the video staff shared, showing the scenario of the intersection during peak period, there have been many situations of potential conflicts between pedestrians and traffic. He mentioned the situation to be chaotic at the subject intersection during school arrival and dismissal times. He expressed the need for a crossing guard as an added safety measure at the intersection of Main Street at Second Street.

TRAFFIC COMMITTEE DISCUSSION

Mr. Brockman, the initiator for this item's request and a Committee member representing the Capistrano Unified School District mentioned about kids crossing the intersection diagonally on

many occasions. He addressed staff and mentioned that the school is near capacity but, transferring students from Chaparral Elementary to nearby Oso Grande Elementary will not happen any time soon. He expressed that "kids safety" was the top priority and emphasized that a crossing guard at this intersection would prevent kids from making moves like crossing the intersection diagonally etc. Officer Shipley, a Committee member representing the California Highway Patrol mentioned about the queue back up on to Sienna Parkway, he had observed during the peak morning period and stated a crossing guard would help in better regulation of traffic movement. The Chairman of the Traffic Committee, Mr. Anderson concurred with the rest of the Committee members and stated that a crossing guard at the intersection would definitely alleviate the concerns expressed by the public and other Committee members. The Committee unanimously approved assigning a crossing guard at the intersection of Main Street at Second Street.

RECOMMENDATION

Assign an adult school crossing guard at the intersection of Main Street and Second Street at this time.

BOARD ACTIONS NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.

2. By minute order to the Sheriff-Coroner, assign an adult school crossing guard to the intersection of Main Street at Second Street.

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Exhibit F

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: September 20, 2007 **ITEM C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Adult School Crossing Guard

LOCATION: Avendale Boulevard at Sellas Road; Ladera Ranch; TB 952 F1

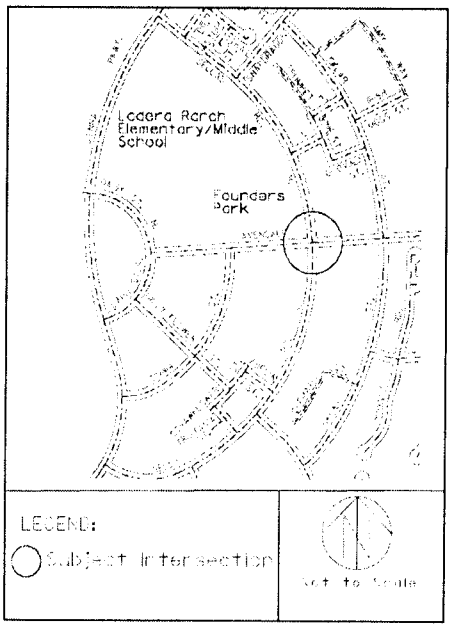
INITIATED BY: Cary Brockman
Director, Facilities Services
Capistrano Unified School District
33122 Valle Road
San Juan Capistrano, CA 92675

INVESTIGATOR: Deepthi Arabolu

REQUEST: Assign adult school crossing guard to the intersection of Avendale Boulevard at Sellas Road for Ladera Ranch Elementary school.

DATA:

LOCATION MAP



EXISTING CONDITIONS

Sellas Road and Avendale Boulevard are residential collector streets within the Ladera Ranch planned community. Sellas Road has one lane in each direction separated by a double yellow centerline stripe with a curb to curb width of 40'. Avendale Boulevard is a 2 lane roadway separated by a raised landscaped median and a curb to curb width of 56'. These streets currently have no posted speed limit signs. The streets intersect controlled an all way stop sign. Each leg of the intersection has a yellow marked school crosswalk. The Ladera Ranch Elementary/Middle School, the Orange County Public Library and a Community Park are located at the north west corner of the intersection. The Ladera Middles School and the Park occupy the complete frontage west side of Sellas Road north of Avendale Boulevard. There is a sidewalk contiguous to the school and park grounds providing student access.

ACCIDENT DATA

There have been no reported traffic collisions on Avendale Boulevard at Sellas Road within the past 12 months.

PEDESTRIAN/TRAFFIC VOLUMES

Location	Date	Time	Hourly Average Pedestrians	Hourly Average Opposing Vehicles
Avendale Boulevard at Sellas Road	09/10/07	7:30-8:30 (am)	12	600
		2:00-3:00 (pm)	17	415
			29 (2 hours)	
Warrant			50 (2 hours)	500

ANALYSIS

The warrant for the assignment of an adult school crossing guard has a basic requirement that there be at least 25 school-aged children crossing per hour for any two hours of the day.

Typically this two hour period is comprised of the morning arrival and afternoon dismissal at the school. These two one hour periods experience the most pedestrian and vehicle traffic. The warrant further provides that at the all-way stop controlled crossing of Avendale Boulevard at Sellas Road, there be at least 500 opposing vehicle conflicts per hour during the same two hours when children are present. Both the pedestrian and the vehicle volume elements of the warrant must be met to justify the assignment of a crossing guard.

Manual pedestrian/vehicle counts were conducted at the existing school crosswalk crossing Avendale Boulevard and Sellas Road. The morning pedestrian count was 12 students and the afternoon count was 17 students. The concurrent conflicting vehicle movement during the respective morning and afternoon count periods were 600 and 415. While the conflicting traffic volumes during the morning rush hour were met, the pedestrian volumes were below those associated with the placement of an adult school crossing guard. During the afternoon rush hour, neither the vehicle volumes nor the pedestrian volumes were met. Though a number of kids used the crosswalk, during the morning peak period, Staff observed that majority of them were not Elementary school aged children and belonged to the Ladera Ranch Middle School located adjacent to the subject Elementary School. Staff did not notice many parent drivers dropping off the kids at the subject intersection but observed them dropping them at the intersection of Sellas Road at Snapdragon Street (crossing guard present) located approximately 900' north of the subject intersection and at the parking lot located rear of the Elementary school ground at the intersection of Avendale Boulevard at Zinnia Street. This eliminated chaos that would typically be created as a result of parent drivers' double parking, blocking crosswalk, building up vehicle queues etc in an effort to drop kids at the crosswalk in the vicinity of the school. Every vehicle was observed to stop near the crosswalk to let out children crossing the street. Staff determined that the existing all-way stop operation at this intersection provided an appropriate level of school pedestrian safety given the traffic and pedestrian patterns existing presently during school activities. Therefore, collision records in addition to staff's field review show that the intersection is operating without any unusual safety problems and does not require any changes or additional traffic controls at this time.

PUBLIC COMMENTS AND INPUTS

Mr. Chuck Gibson, President of the Ladera Ranch Transportation Club addressed the Committee and stated the intersection to be "dangerous". He did not concur with staff's observation that majority of the kids crossing the subject intersection were middle school aged kids rather than elementary aged kids. He mentioned it difficult to differentiate between the two age groups. He supported having a crossing guard at the intersection of Avendale Boulevard at Sellas Road.

TRAFFIC COMMITTEE DISCUSSION

Mr. Brockman, the initiator for this item's request and a Committee member representing the Capistrano Unified School District stated that, though the pedestrian count was low, the opposing vehicle volumes were very high. He requested the revision on motion for having a

crossing guard exclusively for the morning peak period during school's arrival time. Mr. Anderson, the Chairman of the Committee, addressed the issue and stated that it is not viable to hire a crossing guard to fit only an hour during the day. He further stated that, based on the video and the volumes of pedestrians, there was no necessity to assign a crossing guard at the location. He concurred with staff's observation which stated that the intersection was free of congestion during both the arrival and dismissal times of school. Mr. Hernandez, a Committee member representing the California Department of Transportation concurred with the Chairman and supported staff's recommendation. In conclusion there were five Committee members in favor of staff's recommendation and there was one in opposition of the recommendation.

RECOMMENDATION

Do not assign an adult school crossing guard at the intersection of Avendale Boulevard and Sellas Road.

BOARD ACTIONS NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.

Exhibit G

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: September 20, 2007 **ITEM D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Adult School Crossing Guard

LOCATION: Sienna Parkway at O'Neill Drive; Ladera Ranch; TB 952 E2

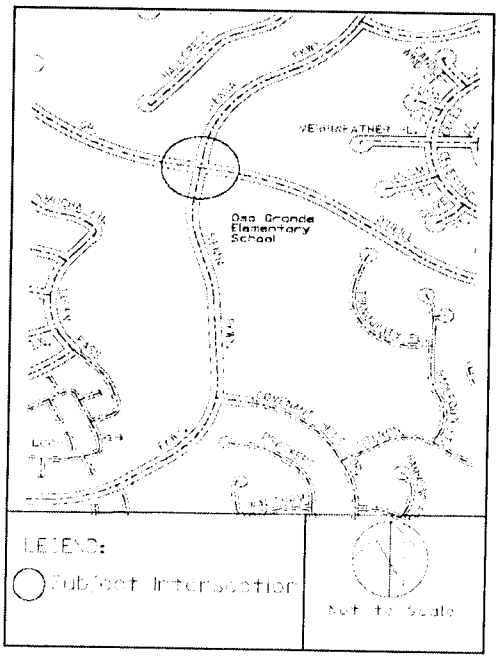
INITIATED BY: Cary Brockman
Director, Facilities Services
Capistrano Unified School District
33122 Valle Road
San Juan Capistrano, CA 92675

INVESTIGATOR: Deepthi Arabolu

REQUEST: Assign a second adult school crossing guard at the round about of O'Neill Drive @ Sienna Parkway.

DATA:

LOCATION MAP



EXISTING CONDITIONS

The subject intersection is located in the unincorporated Ladera Ranch planned community, west of Antonio Parkway, south of Crown Valley Parkway and north of Ortega Highway. O'Neill Drive and Sienna Parkway intersect at a roundabout. Lane width, from curb to median at the crosswalks, varies between 14' and 16' with a 24'median width. The roundabout diameter is 88'with a 14-18' wide circulating lane around the island.

O'Neill Drive and Sienna Parkway are both two-lane divided residential collector streets with a speed limit of 35 mph on Sienna Parkway and a speed limit of 40 mph on O'Neill Drive to the west and 45 mph to east of the Sienna Parkway roundabout. There are existing yellow crosswalks at all four legs with a refuge area within the median for pedestrians. YIELD, 15 mph "Roundabout Ahead" and "SCHOOL, 25 MPH, When Children Are Present" signs are present on all approaches.

Oso Grande Elementary (Grades K-5) school occupies the area immediately southeast of the intersection located at the south side of O'Neill Drive and east side of Sienna Parkway. A private elementary school is located at northeast corner of this intersection. A public park, including a skate park, is located at the southwest corner.

ACCIDENT DATA

There have been 2 reported traffic collisions at or near Sienna Parkway at O'Neill Drive within the past 12 months, none associated with pedestrian traffic. One of the collision occurred on 1/18/07, 400' east of Sienna Parkway, the primary collision factor being "Improper Turning". The other collision occurred on 05/09/06 at the roundabout due to auto right of way violation.

PEDESTRIAN/TRAFFIC VOLUMES

Location	Date	Time	Pedestrian Volume	Opposing Vehicle Volume
Crossing Sienna Pkwy. @ O'Neill Dr. (North Leg)	09/11/07	7:15-8:15 am	3	150
Crossing O'Neill Dr. @ Sienna Pkwy. (East Leg)	09/11/07	7:15-8:15 am	25	450
Warrant			50 (2 hours)	300
Crossing Sienna Pkwy. @ O'Neill Dr. (South Leg)	05/25/06	7:15-8:15 am	11	1090
		1:30-2:30 pm	9	666

ANALYSIS

The warrant for the assignment of an adult school crossing guard has a basic requirement that there be at least 25 elementary school-aged children crossing per hour for any two hours of the day. Typically this two hour period is comprised of the morning arrival and afternoon dismissal at the school. These two one hour periods experience the most pedestrian and vehicle traffic. The warrant further provides that at this type of uncontrolled crossing there be at least 300 opposing vehicle conflicts during any one of the two hours that the children are present. Both the pedestrian volume and the vehicle volume elements of the warrant must be met to justify the assignment of the crossing guard.

In mid 2006, the intersection was analyzed for the requirement of an adult school crossing guard. Field review by staff then revealed the fact that the southerly crosswalk was predominantly used. Hourly average pedestrian counts were measured to be 11 and 9, crossing Sienna via the southerly crosswalk, during am and pm peak hours respectively. Similarly the hourly average opposing vehicles were 1090 and 666 during am and pm peak hours. Additionally, staff reported that 325 students were enrolled in the new Oso Grande Elementary school. The recommendation by staff for an adult crossing guard at the roundabout of Sienna Parkway at O'Neill Drive was unanimously approved by the Traffic Committee.

Manual pedestrian counts were conducted on September 11, 2007 by staff at north and east legs of existing school crosswalks at the intersection of Sienna Parkway and O'Neill Drive. Pedestrian volumes across O'Neill Parkway using the crosswalk on the eastern and the northern legs of the intersection were measured to be 25 and 3 respectively. Conflicting vehicles crossing the easterly crosswalk were counted to be 450 vehicles and those crossing the northerly crosswalk were 150.

Presently, attendance at Oso Grande Elementary is about 720 students and school officials are projecting an increase of up to 200 students at the beginning of next school year of 2007-08. Staff's recent field review concurred with the observation from previous investigation that the predominant usage of the crosswalks crossing Sienna Parkway was the southerly leg followed by the westerly leg crossing O'Neill Drive. Currently a single crossing guard is serving the students crossing the southerly and westerly crosswalks of the subject roundabout. Staff observed that many of the parent drivers were using the parking lot of a public water park located at the south west corner of the roundabout to park their vehicles and then walk the kids to the crossing guard. Students were gathering at the south west corner of the intersection waiting for service from the crossing guard. Staff observed large groups of up to 30+ students being served by the crossing guard at a particular instance of time. Simultaneously, another set of kids originating from the residential community located north side of O'Neill Drive gathered at the north west corner of the roundabout, being served by the same crossing guard as well. This resulted in long queue of cars, approximately 25 cars for east bound and north bound traffic on O'Neill and Sienna respectively, stopping and waiting for the children to be led across. The volume of pedestrians using the northerly and easterly crosswalk legs of the roundabout was relatively few compared to the southerly leg and individually they would not meet the warrant for the adult crossing guard. Furthermore, staff observed that almost all the kids crossing the northerly and easterly crosswalk legs were accompanied by an adult during both morning as well as afternoon peak periods. Staff did not observe any safety issues or challenges being created by pedestrians or vehicles traveling this direction. Additionally, staff opinions that the placement of a crossing guard to primarily serve the northerly and easterly legs would only worsen the current situation due to undesirable backing up of cars increasing the delay. However, a crossing guard serving the west crosswalk leg, working in coordination with the existing crossing guard would help relieve the long queues for pedestrians as well as opposing vehicles.

Therefore, after a thorough analysis on pedestrian and vehicle trip assignment at the roundabout of O'Neill Drive and Sienna Parkway, staff recommends assigning a second adult crossing guard to serve the west leg of the crosswalk supplemental to the existing crossing guard.

PUBLIC COMMENTS AND INPUTS

Mr. Chuck Gibson, President of the Ladera Ranch Transportation Club addressed the Committee in support of assigning an additional crossing guard at the roundabout of O'Neill Drive at Sienna Parkway.

TRAFFIC COMMITTEE DISCUSSION

The Chairman of the Committee, Mr. Grant Anderson, based on the video staff presented, mentioned about the difficulties the pedestrians, the traffic as well as the crossing guard are experiencing as a result of only one crossing guard currently serving the intersection. He concurred with staff's observation and stated that an additional crossing guard working in coordination with the current existing crossing guard would reduce undesirable delays the vehicles as well as the pedestrians are experiencing. The Committee unanimously approved assigning an additional crossing guard at the roundabout of O'Neill Drive at Sienna Parkway to serve the westerly crosswalk leg of the roundabout.

RECOMMENDATION

Assign a second adult crossing guard at Sienna Parkway and O'Neill Drive to primarily serve the westerly crosswalk leg of the roundabout.

BOARD ACTIONS NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.

2. By minute order to the Sheriff-Coroner, assign an additional adult school crossing guard to the intersection of Sienna Parkway and O'Neill Drive.

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Exhibit H

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: September 20, 2007 **ITEM** E

SUPERVISORIAL DISTRICT: 3

SUBJECT: Speed Limit

LOCATION: Hewes Street; El Modena; TB 800 D3, 4

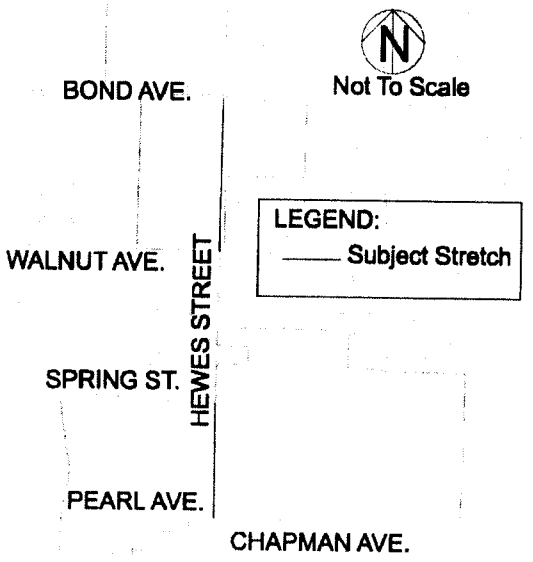
INITIATED BY: California Highway Patrol
Santa Ana Office

INVESTIGATOR: Deepthi Arabolu

REQUEST: Establish speed limit on Hewes Street between Pearl Avenue and Spring Street and between Walnut Avenue and Bond Avenue.

DATA:

LOCATION MAP



EXISTING CONDITIONS

Hewes Avenue/Street is a 3.5 mile secondary arterial highway running from 17th Street, in the south, to Villa Park Road at it's northerly end. Segments of the roadway lie in the County and City of Orange jurisdictions. Hewes Avenue between 17th Street and Fairhaven Avenue lies in the North Tustin unincorporated area with Hewes Street between Fairhaven Avenue and Pearl Avenue lying in the City's jurisdiction. Further north, Hewes Street between Pearl Avenue and Spring Street and between Walnut Avenue and Bond Avenue are in the unincorporated El Modena area. The remainder of the roadway north of Bond Avenue lies in the jurisdiction of the City of Orange.

Hewes Street between Pearl Avenue and Spring Street is a 0.3 mile fully improved secondary arterial highway striped for 2 lanes in each direction. The travel lanes are separated by a double yellow centerline stripe. The curb to curb width of the roadway is 64'. There is currently no speed limit posted on this stretch of Hewes Street. Two residential streets Center Street and Vine Street intersect Hewes within the subject limits. Access from these streets is controlled by stop signs. The roadway has an urban character, with curb/gutter and heavy pedestrian traffic. Hewes Street provides direct access to residential units and drive ways. Available on-street parking is heavily utilized during evening and weekend periods.

Hewes Street between Walnut Avenue and Bond Avenue is a .25 mile fully improved secondary arterial highway. The highway is striped for 2 lanes in each direction separated by a double yellow centerline stripe. Parking is allowed along majority of the roadway. Two residential roadways, El Carmen Avenue and Orange Grove Avenue, with access controlled by stop signs, intersect Hewes Street between these limits. Several residential units and driveways have direct access on Hewes Street. There is a 35 mph speed limit sign and pavement stencil present on the roadway.

TRAFFIC VOLUMES -- 24 HOUR ADT

Location	Date	Direction	Volume	Peak Hour	
Hewes Street B/T Chapman Ave & Spring St.	03/15/07	Both	10177	1090 (7:15)	861 (5:15)
Hewes Street B/T Spring St & Bond Ave.	03/15/07	Both	6279	AM 509 (7:30)	PM 690 (4:45)

SPOT SPEED DATA

Location (Limits)	Date	85th Percentile mph	10 MPH Pace mph	% In Pace	Total Vehicles
Hewes St. @ Vine St. (B/T Pearl Ave. & Spring St.)	8/6/07	37	29 -38	81%	128
Hewes St. @ El Carmen Ave. (B/T Walnut Ave. & Bond Ave.)	8/6/07	40	31-40	75%	106

ACCIDENT DATA

Traffic Engineering records show four reported traffic collisions on Hewes Street between Pearl Avenue and Spring Street in the past 12 months. The primary collision factors in these accidents were improper turn, traffic signals / signs and auto right of way violation. The accident rate on this stretch of Hewes Street is 5.38 accidents per million vehicle miles (MVM) while the States basic expected accident rate for a similar type roadway is 3.35 accidents per MVM.

On Hewes Street between Walnut Avenue and Bond Avenue, Traffic Engineering records show no reported accidents over the past 12 month period.

ANALYSIS

The California Highway Patrol requested Traffic Operations for the updated speed surveys on Hewes Street in the El Modena area. The majority of Hewes Street north of Chapman Avenue is within the City of Orange with the exception of the stretches between Pearl Avenue and Spring Street and between Walnut Avenue and Bond Avenue.

An Engineering and Traffic Survey was conducted in accordance with vehicle code requirements to establish a posted speed limit on Hewes Street between Pearl Avenue and Spring Street. The results of a radar speed survey showed the measured 85th percentile speed was 37 mph. The 10-mph pace was 29 to 38 mph with 81 percent of the surveyed drivers within the pace. No unusual traffic conditions were noted. The higher than expected accident rate is based on a very small length of road and none of the accidents were directly related to excessive speed. The speed limits in the City of Orange portions of Hewes Street northerly and southerly of the subject limits are currently posted at 35 mph. Based on these observations, staff recommends that a 35-mph radar enforced speed limit be established on this roadway. This posting would reflect the nearest five mph increment of the

measured 85th percentile speeds and complies with all vehicle code requirements for radar enforcement.

An Engineering and Traffic Survey conducted on the portion of Hewes between Walnut Avenue and Bond Avenue revealed the 85th percentile speed to be 40 mph. The 10-mph pace was 31 to 40 mph with 75 percent of the surveyed drivers within the pace. Currently the stretch of the roadway within the subject limits has a 35 mph speed limit sign posted. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals. The California Manual on Uniform Traffic Control Devices specifies that the speed limit based on an engineering and traffic survey be set at the nearest 5 mph increment to the 85th percentile speed. A 5 mph reduction may be taken based on specific conditions not readily apparent to the driver such as width, curvature, or other surface conditions. Staff did not notice any unusual traffic or roadway conditions to justify lowering the speed limit below the measured 85th percentile speed of traffic. The speed limit posted north of Bond Avenue in the City's jurisdiction is 45 mph. Based on the approaching speed limits from the north and south of 45 mph and 35 mph respectively, having a transitional speed limit with a 5 mph difference is reasonable. Staff recommends increasing the previous speed limit to 40 mph to ensure orderly flow of traffic in a reasonable and safe manner.

TRAFFIC COMMITTEE DISCUSSION

Officer Shipley a Committee member representing the California Highway Patrol discussed with the Committee and staff about the new 2004 California Manual on Uniform Traffic Control Devices replacing the Traffic Manual and the speed zoning section being changed to require rounding the 85th percentile speed to nearest 5 mph increment rather than the lower 5 mph increment. The Chairman of the Traffic Committee Mr. Anderson addressed staff if there was a need to reduce the speed limit below the measured 85th percentile speed. Staff addressed the Committee and stated that there was no reason to reduce the speed limit further beyond the 85th percentile speed based on engineering judgment. Mr. Nieman, a Committee member representing the RDMD/Operations stated that there was an immediate need to enforce the speed limit on the subjects stretches of Hewes Street. The Committee unanimously approved establishing a 35 mph posted speed limit on Hewes Street between Pearl Avenue and Spring Street and a 40 mph posted speed limit on Hewes Street between Walnut Avenue and Bond Avenue.

RECOMMENDATION

Establish a 35 mph "Radar Enforced" speed limit on Hewes Street between Pearl Avenue and Spring Street.

Establish a 40 mph "Radar Enforced" speed limit on Hewes Street between Walnut Avenue and Bond Avenue.

COMMITTEE REPORT OF: September 20, 2007 **ITEM** E

BOARD ACTION NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve the report.

2. By resolution, establish a 35 mph posted speed limit on Hewes Street between Pearl Avenue and Spring Street.

3. By resolution, establish a 40 mph posted speed limit on Hewes Street between Walnut Avenue and Bond Avenue.

Exhibit I

RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA

December 4, 2007

WHEREAS, on September 20, 2007, the Orange County Traffic Committee held a meeting to consider agenda items to address traffic safety; and

WHEREAS, one of the agenda items discussed by the Committee was establishing speed limits in El Modena and the Committee prepared report of its findings and recommendations to the Board for action.

NOW THEREFORE, BE IT RESOLVED that this Board does hereby:

1. Approve the Orange County Traffic Committee report of September 20, 2007.

2. Establish a 35 mph "Radar Enforced" speed limit on Hewes Street between Pearl Avenue and Spring Street.

3. Establish a 40 mph "Radar Enforced" speed limit on Hewes Street between Walnut Avenue and Bond Avenue.

Exhibit I