

**MINUTES
TRAFFIC AND TRANSPORTATION COMMISSION MEETING
AUGUST 7, 2014**

Vice Chairman Mote called the Traffic and Transportation Commission meeting of August 7, 2014 to order at 6:30 p.m. Commissioner Woodward led the Pledge of Allegiance to the Flag.

ROLL CALL (1):

PRESENT: Iniguez, Mote, Woodward

ABSENT: Lopez, Martin

ALSO PRESENT:

Art Brown, Mayor Pro Tem; Dennis Barnes, Traffic and Transportation Manager; Norman Wray, Geographic Information Systems Specialist; and Ella Jones, Senior Administrative Assistant; James Rice, Buena Park Police Officer.

ELECTIONS (2):

Vice Chairman Mote motioned to postpone the Traffic and Transportation Commission elections to the next meeting on November 6, 2014.

MOTION: Mote
AYES: Iniguez, Mote, Woodward
NOES: None
ABSENT: Lopez, Martin

Motion carried.

CONSENT CALENDAR (3):

Commissioner Woodward moved to approve item 3 on the consent calendar as corrected.

(3) Minutes of the meeting of May 1, 2014

Recommended Action: **Approved as corrected**

MOTION: Woodward
AYES: Iniguez, Mote, Woodward
NOES: None
ABSENT: Lopez, Martin

Motion carried.

OLD BUSINESS (4):

(4) Discussion of the Pros and Cons of Red Curb

Mr. Dennis Barnes gave a brief report stating Commissioner Martin had requested the discussion of the pros and cons of the red curb. He stated per the California Vehicle Code (CVC) section 21458, a red curb marking “indicates no stopping, standing, or parking whether the vehicle is attended or unattended, except that a bus may stop in a red zone marked or sign posted as a bus loading zone.” Mr. Barnes also noted CVC sections 21458 also establishes that a red curb zone is a parking regulation that may be enacted by “local authorities.” He noted staff has discussed the interpretation of “local authorities” with the City Attorney, have been advised that, in the case of the City of Buena Park, the local authority is the City Council, which means that all red curb requests (or other parking restrictions discussed in CVC section 21458) must be approved by council.

Mr. Barnes also stated that although red curbs can be used to help improve safety, they are a very restrictive form of marking. He also reported putting in red curbs is not always the most cost effective means of creating a parking restriction. He gave an example, that many arterial streets have very long no parking zones due to the outside lanes being too narrow to allow for parked vehicles. It was noted; it is less expensive to install periodic “No Parking Any Time” or “No Stopping Any Time” signs than to paint a red curb. Mr. Barnes noted the signs last for a number of years, whereas red curb typically need new applications every few years.

In summary, Mr. Barnes reported the use of red curb can be important to improve safety since it provides a visual observation of the parking restriction. Mr. Barnes stated red curb must be approved by City Council. Mr. Barnes noted this is more of an informational item only brought up from Commissioner Martin.

Discussion ensued between commission and staff. Vice Chairman Mote asked staff to review and report back at the next meeting the intersection on Western Avenue on the eastside of Western near the intersection of the alleys of Jackson Way and Fillmore Drive.

NEW BUSINESS (5-8):

(5) Review, Discuss and Recommend Approval to City Council to Add a New Two-Hour Parking Zone on McNeil Lane.

DISCUSSION:

Mr. Dennis Barnes gave a staff report that the business located at 7242 Orangethrope Avenue contacted the traffic division and requested the installation of a two-hour parking zone along their frontage on McNeil Lane. The business owners had noted they have a small supply of on-site parking, and rely on additional on-street parking on

McNeil Lane for customer parking. The business believes a two-hour parking zone would allow for customer parking in the area.

He also noted according to the approved site plan for the property, it was approved as a one story office building of approximately 2,600 square feet, with 10 required parking spaces on site. Mr. Barnes noted it appeared the original approval may have not accounted for parking spaces per the Americans with Disabilities Act (ADA), as the current parking layout had only eight (8) regular parking spaces and one ADA parking space.

In addition, in order to determine the approximate parking demand on Mc Neil Lane, Mr. Barnes stated a parking turnover study was performed. He stated the study checked the amount of vehicles parked in the impacted area of McNeil every two hours from 8:00 am to 6:00 pm for several days.

Mr. Barnes stated the compliant came in and staff did do research. He noted staff observed if vehicles are parking in the space and how long they park. In view of the request it would have a minimal impact to grant the two hour parking zone requests. He stated should the commission approve this request it would go to the City Council for approval.

Motion: Approve staff's recommendation for the proposed new two-hour parking zone and recommend approval of the zone to the City Council.

MOTION: Mote
AYES: Iniguez, Mote, Woodward
NOES: None
ABSENT: Lopez, Martin

Motion carried to approve the staff's recommendation to City Council to add a new two-hour parking zone on McNeil Lane.

Motion carried.

(6) Review, Discuss and Recommend Approval to City Council for Three New Two-Way Stop Intersections on Country Club Drive.

DISCUSSION:

Mr. Barnes gave a background report that in February 2014, Councilwoman Elizabeth Swift sent an email to the Director of Public Works and the Traffic and Transportation Manager regarding her concerns over a number of traffic issues in the "Bellhurst" area.

Staff counted 12 streets that intersect Country Club Drive. Mr. Barnes reported the streets Brae Burn Place, Burlingame Avenue, and Fairview Circle all intersect Country Club Drive and are not controlled by traffic control devices such as stop signs.

Mr. Barnes stated that staff in terms of this request, referenced the California Manual on Uniform Traffic Control Devices (CA MUTCD), that one factor that should be considered in the use of stop signs is at a location where there is an “intersection of a less important road with a main road where application of the normal right-of way rule would not be expected to provide reasonable compliance with the law.”

Mr. Barnes continued to discuss the sight distance issues. He stated staff did a sight distance analysis. There are no new stop signs proposed on Country Club Drive itself with any of the three intersections.

Mr. Wray stated he had received three emails from residents. He noted each email had different opinions and concerns regarding the three new two-way stop intersections.

Emails were from the following: Norm Elsasser, 8520 Country Club Drive; Greg Stoddard, 8412 Country Club Drive; and James Blevins, 8286 Country Club Drive.

Mr. Barnes read a brief recap of the emails from the residents.

The following residents spoke at the meeting:

Michael Smith, 8471 Deepdale Avenue suggested that the condos are built at the golf course and to regulate the speed on Country Club Drive.

Adrienne Nemes, 5190 Brae Burn Circle had concerns with the speed of vehicles and the sight views.

Motion: Approve staff’s recommendation of approval by City Council for three new two-way stop intersections on Country Club Drive.

MOTION: Woodward
AYES: Iniguez, Mote, Woodward
NOES: None
ABSENT: Lopez, Martin

Motion carried

(7) Discussion of California’s “Three Foot Rule”

Mr. Barnes gave a recap of the new rule. He noted that on September 23, 2013 Governor Brown signed into law Assembly Bill 1371. Mr. Barnes reported this bill amends California Vehicle Code (CVC) Section 21750, and added a new section 21760, to the CVC. He stated both the amendment to CVC Section 21750 and the new CVC section 21760 become effective on September 16, 2014.

Mr. Barnes continued to state that CVC Section 21750 is referred to as the “Overtake and Pass to the Left” rule. He noted the section establishes the name as the “Three Feet for Safety Act.” He also noted the California Assembly Bill 1371 was attached to the report for reference.

Mr. Barnes continued to discuss the three foot rule and the street lanes in the City of Buena Park. He stated the proposed pros and cons of this new three foot rule and how the Buena Park Police would be able to enforce this rule.

Officer Rice noted the Buena Park Police has not yet received any correspondence on the new three foot rule.

(8) Review, Discuss, and Approve a Request for an on-street Disabled Parking Space at 7252 9th Street.

Mr. Barnes gave a review of the request for a disabled parking space. He noted that the request must be at the frontage of their property. He noted the space is occupied by an entire red curb zone. Mr. Barnes noted the original red curb was for the sight distance. Mr. Barnes stated the key item was a letter explaining why the person requesting the disabled parking was needed. Mr. Barnes stated the letter explaining why the space was needed was not provided by Ms. Ledesma.

Mr. Barnes stated he and staff recommend this request be denied. There were no comments from the public to comment on this issue.

Discussion ensued with the commissioners.

Motion: Approve staff’s recommendation to deny the request for an on-street disabled parking space at 7252 9th Street.

MOTION: Mote
AYES: Iniguez, Mote, Woodward
NOES: None
ABSENT: Lopez, Martin

Motion carried

INFORMATIONAL ITEMS (9-17):

(9) Update – Valley View Street Traffic Signal Synchronization Project. Mr. Barnes stated Caltrans in Irvine does not have the staff to respond to the corridors. Mr. Barnes reported he will have to go back to Council for funding for controller equipment.

(10) Update – Knott Avenue Traffic Signal Synchronization Project. Mr. Barnes timing is being developed for Knott Avenue. The equipment will take approximately two months by mid October 2015.

(11) Update – Artesia Boulevard Traffic Signal Synchronization Project. Mr. Barnes noted Artesia Boulevard is another project. Mr. Barnes stated he has up to one year to hire another consultant to do the data.

(12) Update – Village Circle Traffic Signal Installation. Mr. Barnes is still working on the Village Circle Traffic Signal. He stated it is coming to a conclusion.

(13) Update – The Source Project. Mr. Barnes stated staff has completed the plan check of signals.

(14) Update – Holder Street at Mt. Whitney Drive Stop Signs. Mr. Barnes stated this project is a year away.

(15) Update – Carpenter’s Union Project (Artesia Boulevard/Firestone Boulevard). Mr. Barnes gave a brief update. He noted there is a proposed hotel and residential housing.

(16) Other Capital Improvement Projects. Mr. Barnes noted Aragon Circle has just been completed, the sewer main lining project is underway, and the shade structure at Ehler’s Plaza is near completion.

(17) Other Police Department Informational Items. None

ORAL COMMUNICATION:

Art Brown, Mayor Pro Tem and Traffic Commission Liaison gave a brief background of his traffic and police patrol experience. Vice Chairman Mote stated he would encourage items be brought to the attention of the commissioners and staff. Vice Chairman Mote stated he would like to see comments included and brought to the attention of staff.

Vice Chairman Mote stated his concerns with the commissioner attendance at the meetings.

TRAFFIC AND TRANSPORTATION COMMISSION CALENDAR (REQUESTS):

None

ADJOURNMENT:

As no further business was brought before the Traffic and Transportation Commission, the regular meeting was adjourned at 7:50 p.m. until November 6, 2014 at 6:30 p.m.

Ella Jones, Secretary

Chairman