

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

SPECIAL MEETING – September 30, 2020

1. CALL TO ORDER

The Traffic Commission met in Special Session at 7:01 p.m. on Wednesday, September 30, 2020 in a video conference, Chair Patz presiding. As a result of the State of Emergency in California due to the threat of COVID-19 and pursuant to Governor Newsom's Executive Order N-25-20 issued on March 12, 2020, all members of the Traffic Commission attended telephonically.

2. ROLL CALL

Present: Commissioners: Chair Patz,
Vice Chair Mejia
Coxhill, Hill, Murphy, West

Absent: Singer

Present: Staff: Chet Simmons, City Manager
Ron Noda, Acting Deputy City Manager
Chris Kelley, City Engineer
Brent Malatesta, Sergeant
David Cain, Fiscal Sustainability Manager
Farhad Iranitalab, Traffic Engineer
Michelle Muller, Management Analyst
Maria Veronica Enciso, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Vice Chair Mejia.

4. PRESENTATION

A. Measure Y

City Manager Simmons and Fiscal Sustainability Manager Cain presented on Measure Y.

5. ORAL COMMUNICATION

Department Secretary Enciso advised there were three public comments received through email for agenda item 7A.

6. APPROVAL OF MINUTES

A. Approve the Minutes for the Regular Meeting of August 12, 2020

Chair Patz mentioned he provided comments to Department Secretary Enciso.

Motion/Second: Mejia/Murphy

Carried 6/0 (Singer absent): The Traffic Commission approved the minutes of the Regular meeting of August 12, 2020 with amendments given to Department Secretary Enciso.

ROLL CALL VOTE

Chair Patz	Aye
Vice Chair Mejia	Aye
Commissioner Coxhill	Aye
Commissioner Hill	Aye
Commissioner Murphy	Aye
Commissioner Singer	(Absent)
Commissioner West	Aye

7. STAFF REPORTS

A. Old Town West – Traffic Calming Options – Lane Narrowing and Striping Modifications

On August 5, 2019 the City received a petition signed by Old Town West residents on Chestnut Street and Walnut Avenue requesting installation of speed humps to reduce speeding and increase safety of pedestrians. The Traffic Commission discussed the item at their regular meeting on September 11, 2019 with the public present and then directed staff to evaluate other traffic calming measures than speed humps. City staff presented to the Traffic Commission at the March 11, 2020 meeting traffic calming measures that will reduce speed impact and increase safety of pedestrians. The traffic calming measures were motioned for approval by the Traffic Commission and requested staff to bring the complete project back to the Commission for consideration.

Commissioner Murphy recused himself.

Acting Deputy City Manager Noda summarized the staff report.

Commissioner Hill asked how City staff chose Florista Street instead of Chestnut. Traffic Engineer Iranitalab explained that Florista has a signal and they wanted to try to find all the cut through traffic and wanted to find where to get the best results.

Commissioner Coxhill asked about why [changes were made on] Sausalito Street, why a light and making the curb red on the north and south side were part of the traffic calming project. Traffic Engineer Iranitalab mentioned that there was a request in the past regarding the eastbound left turn lane but was not done because of certain conditions. Also, by taking the parking away at the intersection, a left turn lane can be provided and will improve the operation at the signal. Acting Deputy City Manager Noda added that it would improve the flow of traffic.

Chair Patz shared that with the plans on Sausalito Street, it would allow for two full lanes, a left turn and a straight or right turn, instead of a single lane.

Commissioner Coxhill mentioned a previous discussion with regard to the projects on Sausalito (Oak Walk and the Los Alamitos Luxury Apartments) that the commission decided to wait [to see how the developments would affect the traffic in the area] before any changes were made. She also shared her concern how [the changes on Sausalito Street] would help the residents on Walnut Street and Chestnut Street as it seems like it would encourage more drive through traffic in the neighborhood. Traffic Engineer Iranitalab explained that drivers finding cut through traffic and getting to Chestnut Street is not as easy as getting to Walnut Street due to the signal. Most of the traffic is on Walnut Street and Florista Street based on the counts (Traffic Data).

Commissioner Coxhill and Traffic Engineer Iranitalab discussed the traffic data that shows drivers are exiting Florista Street and where the cut through traffic is coming from.

Acting Deputy City Manager Noda added that there has been discussion about the intersection at Wallingsford Road and Katella Avenue and ways to improve the traffic flow since that is one of the pathways of residents from Rossmoor to either go to work or to drop off kids at school. This would be the same concept on Sausalito Street with the added left turn lane.

Commissioner Coxhill shared her confusion how the addition on Sausalito Street is part of traffic calming in the area. Traffic Engineer Iranitalab explained that it is the standard of the industry to reduce the width so that it visually narrow the lanes.

Chair Patz explained the two phases that were presented to the commission. Then Acting Deputy City Manager Noda further explained that the issues Commissioner Coxhill presented are a part of phase 1 and it will be decided upon by the City Council.

Commissioner Hill asked if Walnut Street is between Katella Avenue and Cerritos Avenue and not Chestnut Street. Then asked about additional lanes in Rossmoor, which is within the County of Orange.

Acting Deputy City Manager Noda clarified that the area in discussion is within Rossmoor which is within the jurisdiction of the County of Orange and that he can suggest these points to the Rossmoor General Manager.

Commissioner Hill and Traffic Engineer Iranitalab discussed a street in Rossmoor (Wallingsford).

Vice Chair Mejia asked if staff noticed any difference in the amount of complaints with school not being in session (in regard to traffic).

Chair Patz shared that [complaints] have dropped when the schools were closed, but in the last several weeks to a month things have been picking up again to be almost as bad as it was when residents originally came to the commission.

Acting Deputy City Manager Noda shared that on the City end, he has not heard of any complaints.

Sergeant Malatesta shared that he is not aware of any complaints either.

Commissioner Coxhill shared that the middle school has been on a hybrid schedule since September 22.

Sergeant Malatesta and Chair Patz discussed the traffic with the different rush hours that have occurred with the new school schedule in comparison to the two rush hours during the regular school schedule.

Vice Chair Mejia discussed the following:

- Asked if the left turn on Sausalito Street is protected or a permissive left turn? Traffic Engineer Iranitalab shared that it is working as a split operation and will remain the same.
- Should the work be approved, will the striping be done in time with the new intersection (referring to the Briggeman Drive widening). Traffic Engineer Iranitalab and Acting Deputy City Manager Noda shared that it could be a three-month process before the painting would be done.
- Vice Chair Mejia then suggested that a change order with the traffic signal modification project to add restriping. Traffic Engineer Iranitalab clarified that the widening will not include any restriping changes.

Commissioner Coxhill asked if at a later time the residents request for speed humps, what the process will be, even when the phases have been implemented.

Chair Patz shared that City Council should develop a citywide speed humps/bumps policy since there is not one currently.

Acting Deputy City Manager Noda confirmed Chair Patz statement. He then clarified why this project is done in phases.

Commissioner Coxhill stated that the amount of \$45,000 is an expensive exercise for phase 1. She also shared that she understands the striping, but struggled with the new streetlight changes suggested at Sausalito Street as a way of traffic calming. Then shared a perspective to which residents are hearing the constant message that things are too expensive, that then there needs to be

better accounting of where and why the money is being spent. Acting Deputy City Manager Noda clarified that the money is not coming from general funds and is coming from Measure M, which is to assist in street improvements and can only be used for that purpose.

Commissioner Hill shared that there has not been a member in the community complaining about Florista Street, but have mentioned Chestnut Street and asked why not use Chestnut Street as a test. Traffic Engineer Iranitalab clarified that when looking at Florista Street, it's a wide street in comparison to Chestnut Street and the speeding on Florista Street is higher there than on Chestnut Street.

The Traffic Commission and staff discussed the idea of changing from Florista Street to Chestnut Street to test the traffic calming options.

Vice Chair Mejia asked what tools are to be used in the 10-12 months to determine the success or lack thereof [the traffic calming options]. Traffic Engineer Iranitalab shared that there will be a speed survey done before and after the installation.

Vice Chair Mejia made a motion to approve the request of phase 1 and 2.

Commissioner Hill asked the commissioners what their thoughts are to not approving.

Chair Patz shared that the Traffic Commission could not ignore the residents and do nothing and that the project should be approved in some format.

Commissioner Hill shared that he does not understand the streets that were picked.

Commissioner West shared that she understood what Commissioner Hill mentioned, but she is ok [with approving the recommendation].

Commissioner Coxhill shared that she feels like if she were one of the residents, the Traffic Commission has not heard the resident's requests given that there isn't the opportunity to give the residents what they want, which is the speed humps. She struggled (to understand) the improvements on Sausalito Street.

Vice Chair Mejia expanded on his motion and shared that Florista Street does cross Chestnut Street so a part of the resident's concern is addressed. Then with the work on Sausalito Street, the Traffic Commission has a responsibility to improve traffic flow.

Chair Patz shared that he agrees with Commissioner Coxhill.

Traffic Engineer Iranitalab and Chair Patz discussed a previous discussion about a speed hump policy with the City Council back in 2001.

Acting Deputy City Manager Noda reiterated that should the Traffic Commission approve phase 1 and phase 2, and during the 10-12 month evaluation period he can work on possibly getting a policy on speed humps implemented via City Council. He also shared that street striping is very effective and that this is why staff went with this route.

Commissioner Hill asked where the majority of the residents that signed the petition resides and does not understand why staff is not addressing the community's concern.

Acting Deputy City Manager Noda confirmed that those who signed are from Walnut Street, Chestnut Street, and Oak Street. He also clarified to address the entire neighborhood instead of the specific streets.

Commissioner West shared that she can understand the concerns of Commissioner Hill. She then asked why Florista Street was chosen instead of the streets the residents complained about.

Chair Patz confirms the motion is to approve the staff recommendation.

The motion made did not pass as there was no second.

Commissioner Coxhill made a motion to adopt phase 1 to include Walnut Street between Katella Avenue and Florista Street and Chestnut Street between Katella Avenue and Florista Street, phase 2 and strike out Sausalito Street.

Commissioner Hill asked to clarify Chestnut Street from Cerritos Avenue to Katella Avenue.

Commissioner Coxhill changed the motion to Walnut Street from Katella Avenue to Sausalito Street, Chestnut Street from Katella Avenue to Cerritos Avenue as phase 1. Phase 2 as is for all striping in Old Town West and to strike Sausalito Street.

Commissioner Hill second the motion.

Acting Deputy City Manager Noda and Department Secretary Enciso asked for clarification to the motion made.

Commissioner Hill asked Commissioner Coxhill about her concerns with the A, B, C, options of Phase 1 and 2.

Commissioner Coxhill amended the motion to say Walnut Street from Katella Avenue to Sausalito Street and Chestnut Street from Katella Avenue to Cerritos Avenue and to keep Phase 2 as is with the inclusion of Sausalito improvements.

Motion/Second: Coxhill/Hill

Carried 5/0 (Singer absent, Murphy recused): The Traffic Commission motioned to approve the recommendation to City Council to adopt Phase 1 to include Walnut Street between Katella Avenue and Sausalito Street, and Chestnut Street between Katella Avenue and Cerritos Avenue. Then to adopt Phase 2 as is.

ROLL CALL VOTE

Chair Patz	Aye
Vice Chair Mejia	Aye
Commissioner Coxhill	Aye
Commissioner Hill	Aye
Commissioner Murphy	(Recused)
Commissioner Singer	(Absent)
Commissioner West	Aye

City Engineer Kelley and Traffic Engineer Iranitalab quickly discussed if the changes to Phase 1 would still fit in the budget.

B. Traffic Commission Status Log

This is a tracking tool used by the Commission to track assignments and accomplishments.

Commissioner Murphy rejoined the Traffic Commission meeting.

Commissioner Murphy mentioned that residents in the Old Town West neighborhood were not able to listen in to the meeting. Department Secretary Enciso clarified that there were not any requests to speak for Item 7A and was not sure if there may be a technical issue with Zoom and that the audio recording will be posted online. Acting Deputy City Manager Noda clarified that residents that would have listened into the meeting would not affect the recommendation the Traffic Commission were to make and that the item would be brought to the City Council.

Vice Chair Mejia noted the following:

- Item C3 – update on the project

8. ITEMS FROM THE DIRECTOR/CITY ENGINEER

Acting Deputy City Manager Noda updated the Traffic Commission of the following:

- City Council Special meeting to be held on October 12, 2020.

- Annual tree trimming has begun and will be done in Old Town West and East and Apartment Row neighborhoods.
- He and the Public Works Foreman have identified areas that need street striping.

City Engineer Kelley discussed the following:

- Los Alamitos Boulevard synchronization not happening and instead it is the Katella Avenue Synchronization project.
- A dedicated right lane on Los Alamitos Boulevard and Cerritos Avenue was recommended not to be done due to safety reasons.
- The Marriot hotel and what movement is governing is north and south.
- Clarified that Green Avenue is the correct street name, not Green Street.

9. TRAFFIC COMMISSION INITIATED BUSINESS

Vice Chair Mejia requested to find out if there is a budget to replace the safety lights to LED.

Chair Patz shared that he personally and the City appreciates what the Traffic Commission does and for the Traffic Commission to not give up.

10. ADJOURNMENT

Motion/Second: Murphy/West

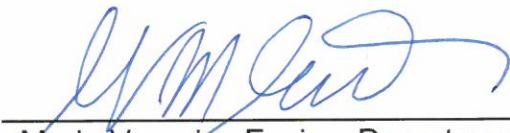
Carried 6/0 (Singer absent): The Traffic Commission unanimously voted to adjourn the meeting until October 14, 2020.

The Traffic Commission adjourned at 9:05 p.m.



Daniel Patz, Chair

Attest:



Maria Veronica Enciso, Department Secretary