

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – March 10, 2021

1. CALL TO ORDER

The Traffic Commission met in Regular Session at 7:02 p.m. on Wednesday, March 10, 2021 in a video conference, Chair Mejia presiding. As a result of the State of Emergency in California due to the threat of COVID-19 and pursuant to Governor Newsom Executive Order N-25-20 issued on March 12, 2020, all members of the Traffic Commission attended telephonically.

2. ROLL CALL

Present: Commissioners: Chair Mejia,
Vice Chair Randall Hill
Patz, Murphy, Dean Hill, Singer

Absent: Salai (Excused)

Present: Staff: Chris Kelley, City Engineer
Ron Noda, Acting Deputy City Manager
Brent Malatesta, Sergeant
Farhad Iranitalab, Traffic Engineer
Maria Veronica Enciso, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Dean Hill.

4. ORAL COMMUNICATION

Department Secretary Enciso confirmed no public comments was received by the 4:00 p.m. cut off.

5. APPROVAL OF MINUTES

A. Approve the Minutes for the Regular Meeting of February 10, 2021

Commissioner Patz mentioned he provided comments to Department Secretary Enciso.

Motion/Second: Patz/Murphy

Carried 6/0 (Salai excused): The Traffic Commission approved the minutes of the regular meeting of February 10, 2021 with amendments given to Department Secretary Enciso.

ROLL CALL VOTE

Chair Mejia	Aye
Vice Chair Randall Hill	Aye
Commissioner Patz	Aye
Commissioner Dean Hill	Aye
Commissioner Murphy	Aye
Commissioner Salai	(excused)

6. STAFF REPORTS

A. Consideration of a Speed Hump Policy

This report provides the Traffic Commission with information to consider a policy on speed humps.

Acting Deputy City Manager Noda summarized the staff report.

The Traffic Commission and staff discussed the following:

- Definitions of speed hump and bump as a common usage or legal definition.
- Increased street maintenance cost of having speed humps/bumps.
- Speed humps being used in the City's alleyways,

Commissioner Patz shared that if the speed hump policy is approved it would make the residents in Old Town West neighborhood really happy because it would reduce the cut through traffic they have been experiencing. Acting Deputy City Manager Noda also shared the disadvantages of speed humps.

Commissioner Singer asked if the Commission is considering a policy regarding speed humps or implementation of speed humps on a particular street. Acting Deputy City Manager Noda clarified that the Commission is considering a policy.

Vice Chair Randall Hill asked if [speed humps would not be added on] Walnut Street and Chestnut Street since there is a traffic volume of 3,600 (regarding the traffic volume that was presented in the drafted speed hump policy).

Commissioner Murphy asked if the City received 65 percent of residents that signed the petition on Walnut Street and Chestnut Street (request for speed humps). Acting Deputy City Manager Noda clarified that about 80 percent were signed, but the percentage would be per household.

Commissioner Dean Hill and staff discussed the following:

- Other forms of traffic calming devices aside from speed humps.
- The Old Town West neighborhood pilot program.
- Studies regarding speed humps causing accidents.

Commissioner Singer asked if any of the reports from other Cities included information how or if they found out the installation of the humps were successful or not. Acting Deputy City Manager Noda stated that the reports do not say they were successful but they do imply they are successful. Traffic Engineer Iranitalab and City Engineer Kelley added that Traffic Surveys would be conducted before and after the installation of a speed hump. Commissioner Patz also added that he has personally experienced that speed humps in a residential area were effective.

Commissioner Singer mentioned that when the City did studies there was a perception by the residents that drivers were speeding in the [Old Town West neighborhood].

Chair Mejia mentioned that he did not want to focus so much on Old Town West neighborhood, but that whether the City needs a speed hump policy.

Commissioner Patz agreed with Chair Mejia's statement.

Acting Deputy City Manager Noda thanked Chair Mejia for the clarification and he further explained the speed hump policy.

Chair Mejia shared that he liked the guidelines presented, but asked and received clarification from Acting Deputy City Manager Noda about the street width being adjusted in the guidelines.

Chair Mejia asked and received clarification from Traffic Engineer Iranitalab about two parking spaces being lost per speed hump installed – one on each side of the hump.

Commissioner Patz asked if the City gained parking having angled parking on Oak Street as opposed to parallel parking. Traffic Engineer Iranitalab confirmed that the City did, but there is still a safety issue with angled parking due to visibility.

Commissioner Patz mentioned that some of the streets might be possible to install speed humps due to them being wide enough to go angled parking to alleviate the loss of parking. Traffic Engineer Iranitalab clarified that what is being discussed is the policymaking and not the specific issues so that there is a standard.

Acting Deputy City Manager Noda shared that the angled parking has a time limit.

Vice Chair Randall Hill asked about the restriping and bike lanes on some of the streets so angled parking cannot be done (in reference to Old Town West project).

Commissioner Murphy mentioned the Commission is going off topic.

Traffic Engineer Iranitalab emphasized to take Old Town West project out of this discussion and to focus on the policy.

Commissioner Patz shared he liked what was on the Speed Hump Policy draft.

The Traffic Commission and Staff discussed the following:

- Percentage of residents that need to sign the petition and that it includes adjacent streets.

- Who receives the notification when a speed hump is being considered.

Commissioner Patz shared he liked that the policy states the Police and Fire Department need review and sign off.

Chair Mejia shared that he liked the look of the draft.

City Engineer Kelley mentioned that once the location of the speed hump is determined, the City would need to approach the resident where the speed hump would be placed.

Chair Mejia asked if typically there is a red curb at the speed hump. Traffic Engineer Iranitalab shared that they do not and that typically people are not supposed to park at a speed hump.

Vice Chair Randall Hill and Traffic Engineer Iranitalab quickly discussed the speed aspect and the traffic number of cars at Walnut Street and Chestnut Street.

Commissioner Patz discussed the other items that Vice Chair Randall Hill mentioned regarding the pass through traffic and people running stop signs. He also mentioned that the guidelines are reasonable.

Commissioner Singer asked how many streets are 25 mph in the City. Vice Chair Randall Hill and Acting Deputy City Manager Noda mentioned that all of the streets are.

Acting Deputy City Manager Noda pointed out that in the draft there was no verbiage about minimum speed profile and asked the Commission if they would like one in the draft. Traffic Engineer Iranitalab shared that the City of La Canada Flintridge has a percentage of 67% or over to be considered a speeding issue.

The Traffic Commission and staff discussed adding verbiage about minimum speed profile and adding the removal of speed humps in the policy.

Vice Chair Randall Hill asked if there is a viability to having speed humps with all the restrictions mentioned in the policy. City Engineer Kelley clarified that the guidelines are developed with the same constraints in most residential neighborhoods.

City Engineer Kelley followed up of the average residential street width in the City is around 36 feet. Vice Chair Randall Hill asked about Florista Street and Los Alamitos Boulevard and it being wide for turn lanes. City Engineer Kelley shared that essentially the policy is a checklist to see if a street qualifies for a speed hump.

Traffic Engineer Iranitalab quickly shared different processes he has encountered in other Cities.

The Traffic Commission and staff discussed the following:

- The cost to install speed humps would be \$4,000-\$5,000 each and needs to be maintained every year.
- The speed hump would be made from asphalt and can last 5-6 years.

Commissioner Singer asked staff to get feedback from other cities that are similar to the size of City of Los Alamitos of their speed hump policy.

Acting Deputy City Manager Noda asked for clarification from the Commission for revision:

- 65% of vehicles over the speed limit
- Verbiage of elimination of speed humps
- Specify the use of asphalt speed humps
- Report back to the commission of feedback from other cities and their experience of speed hump use

Commissioner Dean Hill asked about [the volume of] cars versus speeding cars on the street. Traffic Engineer Iranitalab clarified that there are different device for traffic volume and diverting traffic and that the City has a grid system. Chair Mejia clarified that it is stated in the policy that the City staff will conduct the appropriate study for volume and speed.

Commissioner Singer asked if what is being discussed is only residential streets. Traffic Engineer Iranitalab clarified that it is only residential.

Vice Chair Randall Hill asked if the Commission should add diverted traffic in the policy. Traffic Engineer Iranitalab clarified that it is already a part of the study unless the Commission wants to add it on separately.

Acting Deputy City Manager Noda mentioned that speed humps does not cut down the amount of cut through traffic, it is supposed to decrease the speed and that the policy does state that staff can come up with other options aside from speed humps.

Motion/Second: Patz/Singer

Carried 6/0 (Salai excused): The Traffic Commission agreed for staff to include the changes discussed and to bring back the Speed Hump Policy at a future meeting.

ROLL CALL VOTE

Chair Mejia	Aye
Vice Chair Randall Hill	Aye
Commissioner Patz	Aye
Commissioner Dean Hill	Aye
Commissioner Murphy	Aye
Commissioner Salai	(excused)
Commissioner Singer	Aye

B. Traffic Commission Status Log

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

Commissioner Murphy noted the following:

- Item A31 and A32 – asked for clarification
- Item C3 – update on project

Vice Chair Randall Hill noted the following:

- Item A24 and A25 – repeated item

7. ITEMS FROM THE DIRECTOR/CITY ENGINEER

City Engineer Kelley shared that the I-605 Katella Avenue Interchange was awarded for design plans

Traffic Engineer Iranitalab shared that the Katella Avenue Synchronization project plans are almost complete.

Acting Deputy City Manager Noda discussed the following:

- Reached out to Wendy Grose and conveyed her gratitude for listening to the letter she sent to last month's Traffic Commission meeting.
- There was a Budget Standing Committee meeting prior to the Traffic Commission tonight and Measure Y items were discussed and will be presented to the City Council on Monday.

8. TRAFFIC COMMISSION INITIATED BUSINESS

Commissioner Murphy asked if the City would be doing anything regarding Wendy Grose's concern. Acting Deputy City Manager Noda shared that the City is working on it currently.

Commissioner Singer discussed the following:

- Missing paint at the installed crosswalk on Los Alamitos Boulevard and Orangewood Avenue.
- Unreadable sign on Los Alamitos Boulevard and Rossmoor Way.
- Asked if delivery trucks can stop anywhere and everywhere. Sergeant Malatesta shared that a citation is possible if they are obstructing traffic.

Acting Deputy City Manager Noda shared that staff will be working on a citywide signage replacement plan.

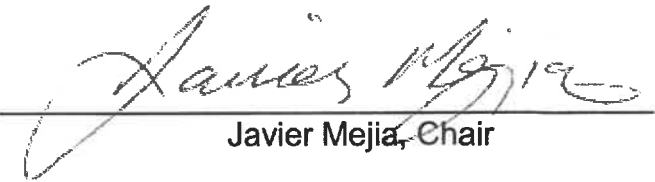
Chair Mejia shared that he noticed an uptick of catalytic converters and petty crimes. Sergeant Malatesta quickly shared that there is an uptick countywide.

9. ADJOURNMENT

Motion/Second: Hill/Patz

Carried 6/0: The Traffic Commission unanimously voted to adjourn the meeting until April 14, 2021.

The Traffic Commission adjourned at 8:48 p.m.


Javier Mejia, Chair

Attest:


Maria Veronica Enciso, Department Secretary

