

MINUTES
GARDEN GROVE TRAFFIC COMMISSION
REGULAR MEETING

Community Meeting Center
11300 Stanford Avenue
Garden Grove CA 92840

Wednesday
November 05, 2008

CALL TO ORDER: The regular session of the Traffic Commission was called to order at 6:30 p.m. in the Council Chamber of the Community Meeting Center.

PRESENT: Chair Ashland, Commissioners: Lindsay, Alejandro, Feather
ABSENT: Commissioner Cabral

ALSO PRESENT: Dan Candelaria, Executive Secretary, Chris Wasinger, Traffic Officer, Jason Perkins, Traffic Officer, Rosemarie Jacot, Recording Secretary

ORAL
COMMUNICATIONS: None

APPROVAL
OF MINUTES: The minutes of September 02, 2008 were approved as presented.

Old Business

**Stanford Avenue
Traffic Calming Measures**

The staff report was introduced by Dan Candelaria to identify, and evaluate alternatives addressing a speeding problem on Stanford Avenue between Gilbert Street and Brookhurst Way and to propose a solution.

A letter written and sent by William Heideman, 9841 Stanford Avenue, was introduced into the record. His concerns are overnight on street parking and speeding on Stanford.

Linda Pearce, 12752 Crestwood Circle, addressed the Commission. Her concern is speeding and she suggested selective enforcement as a possible deterrent to the speeding problem.

Virginia Fuller, 9622 Stanford Avenue, addressed the Commission. Her concern is speeding on Stanford Avenue and doesn't believe the street is properly striped. She suggested putting in speed humps.

Bill Winchell, 9721 Stanford Avenue, addressed the Commission. He thanked the Commission for being reactive to the issue. He would now like to see the Commission be proactive to the possible development of the Brookhurst Triangle, as it will bring more traffic to the area. He would like to have Brookhurst Way closed off in both directions.

Harry Pearce, 12752 Crestwood, addressed the Commission. He thanked the Commission for getting this on the agenda quickly. He suggested speed humps as a solution.

Greg Pitta, 9761 Stanford Avenue, addressed the Commission. He thanked the Commission. He likes the idea of selective enforcement and would like to see a stop sign installed at the corner of Edith and Stanford.

Commissioner Lindsay inquired as to how the speed survey was conducted and the difference between white edge line striping and a "bike lane".

Mr. Candelaria explained the procedure, as well the difference between a bike lane (6" line) and a white edge-line striping (4" striping).

Commissioner Feather believes the white line striping that was completed on Lampson worked very well and thanked staff on getting this installed.

Commissioner Alejandro inquired about the liability of installing a stop sign at an unwarranted intersection and the possibility of installing a permanent radar feedback sign.

Mr. Candelaria explained the City would have exposure to liability by installing an unwarranted stop sign

Commissioner Lindsay inquired as to the set backs for the radar feedback signs. He wanted to be sure that the light from the radar feedback signs would not encroach into the residences windows so much as to disturb the residences.

Chair Ashland felt that the setbacks for these residences were sufficient enough so that the light from these signs would not disturb the residents. Chair Ashland inquired as to the conditions of approval for the Brookhurst Triangle.

Mr. Candelaria stated that this project is not currently active and if it were to come back it would be some time before any conditions could be prepared due to the nature of submitting plans, plan checks, traffic studies and various other data that needs to be completed prior to setting any conditions of approval.

Chair Ashland inquired about installing traffic circles such as the ones used in some of south-county's planned communities.

Mr. Candelaria commented that traffic circles are different than what was used in south-county's planned communities, "round-a-bouts". Traffic circles are much smaller, however cost is a factor.

Chair Ashland inquired if and when the Brookhurst Triangle is brought to the table again if it is possible for the Traffic Commission to recommend the installation of traffic circles on Stanford.

Mr. Candelaria noted that while traffic circles show promise in reducing speeds, he couldn't commit to ensuring that the Brookhurst Triangle would be required to install them.

Chair Ashland inquired about the cost of the radar feedback sign.

Mr. Candelaria stated that the cost for two radar feedback signs (which, would be needed; one in each direction) would be approximately \$10,000.00 to \$15,000.00.

Commissioner Feather motioned, seconded by Commissioner Lindsay to accept staff's recommendation to re-stripe Stanford Avenue from Gilbert Street to Brookhurst Way to incorporate white edge line striping; direct staff to request traffic calming mitigation measures on Stanford Avenue be included as Conditions of Approval for the future Brookhurst Triangle Development and to install radar feedback signs on Stanford Avenue between Gilbert Street and Brookhurst Way.

The motion carried by the following vote:

AYES: Chair Ashland, Commissioners: Lindsay, Alejandro, and Feather
NOES:
ABSTAIN:
ABSENT: Commissioner Cabral

NEW BUSINESS

DISABLED PERSON ON-STREET PARKING SPACE GROVEVIEW STREET

The staff report was introduced to install a disabled persons on-street parking space in front of 12662 Groveview Street.

The applicant, Mr. Jeff Powell, 12662 Groveview Street, was not present to address the Commission.

Commissioner Lindsay agreed with staff to not install a disabled persons on-street parking space.

Commissioners Feather and Alejandro were also in agreement.

Commissioner Alejandro moved, seconded by Commissioner Feather to accept staff's recommendation and not install a disabled persons on-street parking space in front of 12662 Groveview Street.

The motion carried by the following vote:

AYES: Chair Ashland, Commissioners: Lindsay, Alejandro, and Feather

NOES:

ABSTAIN:

ABSENT: Commissioner Cabral

ALL-WAY STOPS ROXEY DRIVE

The staff report was introduced to consider all-way stops on Roxey Drive at Trask Avenue and Bolivar Place.

Kelly Berg, 13331 Roxey Drive, addressed the Commission. She stated that there is limited visibility and a speeding problem on Roxey. However, she noted that the stop sign on Lilly has not slowed the traffic down.

Carita Davis, 12652 Bolivar Place, addressed the Commission. She would like to see a stop sign at the corner of Roxey and Bolivar Place.

Gregory O'Hagan, 13411 Roxey Drive, addressed the Commission. He has difficulty pulling into his driveway because the traffic behind him does not slow down. He sited limited site visibility turning onto Trask Avenue from Roxey. He would like to see an all-way stop at Roxey Drive at Bolivar Place and at Trask Avenue.

Rosalie Ybarra, 13441 Roxey Drive, addressed the Commission. She stated she has seen accidents once or twice monthly and that there is too much traffic and speeding. She also noted the limited visibility while turning onto Trask Avenue. She would like to have speed humps installed and have the all-way stops installed.

Commissioner Alejandro inquired if the stop sign warrant was completed.

Mr. Candelaria noted that it was apparent to staff that this intersection would not meet the warrants and as noted by a previous speaker as well, installing a stop sign on Lilly (similar intersection) did not help the speeding problem. At the time the Lilly stop sign did meet warrants, however, the City's policy on stop signs were different. Currently, a petition is not one of the criteria for the stop sign warrants.

Commissioner Alejandro noted that only the problem on Trask Avenue is being addressed and not the speeding problem on Roxey Drive.

Mr. Candelaria noted that the reason the list of recommendations is not in the staff report as in the previous Stanford item is because when the radar speed survey was completed the 85th percentile speed was determined to be 30 mph. The data that was collected shows that it operates like other local streets, therefore, staff's focus was on the intersection.

Chair Ashland believes that although the left turn lanes are warranted staff did not adequately address the speeding issue on Roxey Drive. He directed staff to review the speeding issue further and inquired if there are items within the Commissions purview to help reduce the speeding issue on Roxey Drive.

Mr. Candelaria noted that the preliminary measures taken by staff to address speeding issues on local streets have been implemented over the years.

Commissioner Lindsay stated that the configuration staff proposes for Trask Avenue will be an improvement on Trask Avenue.

Chair Ashland agrees as well but is not satisfied that staff has addressed the complete problem on Roxey Drive.

Commissioner Feather commented the red curb proposed by staff would also be an improvement to the site visibility situation.

Chair Ashland inquired how long it would take to implement the proposed improvements.

Mr. Candelaria stated it would take approximately 2 to 3 months to implement the improvements.

Chair Ashland moved, seconded by Commissioner Alejandro to deny the request of an all-way stop at Bolivar and Roxey; to re-stripe Trask Avenue as proposed by staff; include red curbing on portions of Clinton Street and Roxey Drive; and to revisit the issue of speeding on Roxey Drive at a later date.

The motion carried by the following vote:

AYES: Chair Ashland, Commissioners: Lindsay, Alejandro, and Feather
NOES:
ABSTAIN:
ABSENT: Commissioner Cabral

EUCLID STREET RE-STRIPING

The staff report was introduced to re-stripe southbound Euclid Street from Katella Avenue to Woodward Lane from two lanes to three lanes.

Earl Smith, 11592 Elizabeth Street, addressed the Commission. He agrees with staff's proposal. He inquired why the northbound side is not included in the proposal. He thanked staff for all the hard work they do.

Mr. Candelaria commented that the north side is mostly in the City of Anaheim and the City of Garden Grove would need to coordinate with them to install red curb on that side. He noted staff wanted to solve some existing problems immediately.

Gene Kirkham, 11301 Euclid Street, addressed the Commission. He is in favor of staff's proposal as it is part of the General Plan. He noted that the softball league that uses the adjacent school does have on-site parking and can use Orangewood for parking as well. He also noted that it makes coming out of the mobile home park easier; it will also move the traffic much more easily and it will get rid of the cars for sale that line Euclid Street on the weekends.

Commissioner Alejandro moved, seconded by Commissioner Lindsay to accept staff's recommendation and re-stripe southbound Euclid Street from Katella Avenue to Woodward Lane from two lanes to three lanes.

AYES: Chair Ashland, Commissioners: Lindsay, Alejandro, and Feather

NOES:

ABSTAIN:

ABSENT: Commissioner Cabral

**MATTERS FROM
THE COMMISSION**

Commission Lindsay noted that on the traffic volume map supplied by staff that Valley View carries a large volume of traffic. He noted that OCTA held a public hearing that he attended regarding the 405 and SR22 construction and that Valley View will be closed down to one lane in each direction. He requested that Dan Candelaria take part in these future meetings and keep the Commission informed of changes.

The meeting was adjourned at 8:00 p.m.

Respectfully Submitted

Rosemarie Jacot