

MINUTES
TRANSPORTATION AND CIRCULATION COMMISSION
MONDAY, APRIL 4, 2011, 4:00 P.M.
City Council Chamber, City Hall

COMMISSIONERS PRESENT: Adam O'Connor
C. Loren Doll
Rob Hallstrom
Johnnie Simmons
Robert Duncan
John Carroll

COMMISSIONERS ABSENT: None

STAFF PRESENT: Mark Miller, City Traffic Engineer
Craig Brower, Police Lieutenant
Becky Stevens, Administrative Assistant

The meeting was called to order at 4:04 p.m. by Acting Chair Hallstrom.

PUBLIC COMMENTS

There was no one present who wished to speak on any matter.

SELECTION OF CHAIR AND VICE-CHAIR

Robert Duncan was nominated as Chair and Adam O'Connor was nominated as Vice Chair. Both were elected unanimously.

SELECTION OF REPRESENTATIVE TO THE BICYCLE USER'S SUB-COMMITTEE

Member Carroll was nominated for this position but indicated that he is unavailable to make the BUSC meetings on Wednesday afternoons. Member O'Connor volunteered to serve on the BUSC, since he would be unavailable to attend the Parking Hearings on Tuesday evenings.

APPROVAL OF MINUTES

MOTION made by Commissioner Simmons SECONDED by Commissioner Park, and CARRIED by a 4-2 vote, with Commissioners O'Connor and Doll abstaining, that the Minutes of the December 6, 2010 meeting be APPROVED AS WRITTEN.

REGULAR BUSINESS

Traffic Engineer Miller noted that Item No. 3 had been continued to the next regularly-scheduled meeting, per request of the applicant.

ITEM NO. 1

A REQUEST TO INSTALL "NO PARKING ANYTIME" ON THE NORTH SIDE OF VALLEY VIEW DRIVE, FROM HARBOR BOULEVARD TO 694 FEET EAST OF HARBOR BLVD.

Traffic Engineer Miller recommended the addition of “No Parking Anytime” on the north side of Valley View Drive as an intricate part of the overall Hillcrest Park Renovation project. The absence of sidewalk on the north side prevents the safe passage of pedestrians and bicyclists between the Great Lawn within Hillcrest Park at the corner of Harbor Boulevard and Valley View Drive and the park’s Tot Lot to the east. Presently there is no pedestrian sidewalk on the north side of Valley View and the majority of Valley View is posted “No Parking Anytime” on both sides. Removing parking on the north side will allow staff to paint a 5’ buffer between the westbound travel lane and any on-street foot or bike travel.

In addition, removal of the parking will provide sufficient clearance at Harbor Boulevard to install a westbound right-turn pocket to alleviate congestion and reduce delay.

Approximately thirteen on-street parking spaces primarily utilized by Florence Crittenton employees will be eliminated. Staff proposes removing a portion of the “No Parking” on the south side of the street west of Eugene Drive to allow on-street parking for 4-5 of the displaced vehicles.

In addition to notifying all property owners on the south side of the street, staff also spoke to Florence Crittenton staff who had no objections to the request.

Commissioner Hallstrom asked where the 20-minute parking for Crittenton was located and Mr. Miller said that there is a loading zone directly in front of the facility, although he has not observed any vehicles using that area. Commissioner Hallstrom also inquired about the temporary parking area directly east of Harbor Blvd. in front of the great lawn. Mr. Miller indicated that there are four or five perpendicular parking stalls available for parking, but vehicles cannot park in the street.

Public hearing opened.

Gina Brunig, Director of Support Services for Florence Crittenton Services. She stated that there are times when their overflow parking utilizes the north side. There is also staff who park on the south side of the street because it is closest to their offices. She confirmed that delivery trucks do use the small loading area which is painted red, and she was concerned that this may be removed with staff’s recommendation. Mr. Miller assured her that these portions would remain, and only a small portion of red curbing on Valley View, near Eugene Drive would be removed.

Commissioner Simmons asked how long vehicles could park in the Hillcrest Park lots. Lt. Brower answered that it is two-hour parking; Mr. Miller added that no persons are allowed in the park from dusk until dawn.

Public hearing closed.

MOTION by Commissioner O’Connor, seconded by Commissioner Simmons and CARRIED unanimously that staff’s recommendation be APPROVED and forwarded to City Council.

ITEM NO. 2

A REQUEST FOR A FOUR-WAY STOP AT THE INTERSECTION OF ROBERTA AVENUE AND EADINGTON AVENUE

Commissioner Simmons recused herself from this item because she lives within 500 feet of this intersection.

Staff received a request for additional stop control on Roberta Avenue at Eadington Avenue. The intersection is a typical four-legged intersection with 2-way stop sign control for northbound/southbound Eadington Avenue. In addition, there is a drainage swale on the east leg of the intersection which serves to slow traffic through the intersection when traveling east/west.

Roberta Avenue is an east/west residential collector street with a curb-to-curb street width of 36-feet. The prima facie speed limit is 25 miles per hour and the 24-hour traffic volume is 859 vehicles per day. Eadington Avenue is a north/south local residential street with a curb-to-curb street width of 36 feet. The prima facie speed limit is 25 miles per hour and the 24-hour traffic volume is 472 vehicles per day. On-street parking is permitted on both Roberta Avenue & Eadington Avenue. Early morning parking between the hours of 2:00 a.m. and 5:00 a.m. is prohibited on both streets.

The primary justification for the installation of stop signs at an intersection is based on guidelines established in the Manual of Traffic Control Devices (MUTCD).

The MUTCD states that multi-way stop control should be used when specific guidelines are met; where the volumes of traffic on the intersecting roads are equal, and in a manner that minimizes the number of vehicles having to stop. The following criteria should be considered:

- A collision problem, as indicated by five or more reported collisions in a 12-month period that are susceptible to correction by 4-way stop control.

A review of accident history of this location indicated that there were no collisions susceptible to correction. This portion of the warrant is not satisfied.

- The minimum vehicular volume entering the intersection from the major street approaches shall average at least 300 vehicles per hour for any eight hours of an average day, and

On average, there were 64 vehicles per hour entering the intersection. This portion of the warrant is not satisfied.

- The minimum combined vehicular, pedestrian and bike volume entering the intersection from the minor street approaches shall average at least 200 units per hour for the same eight hours, with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

On average, there were 29 vehicles per hour entering the intersection. This portion of the warrant is not satisfied.

Based on traffic volumes and the accident history, the minimum guidelines for the installation of a four-way stop are not satisfied at this location and staff recommended denial of the request.

Commissioner Doll asked if there was a large amount of pedestrian traffic in this area and Mr. Miller replied that there was not.

Lt. Brower indicated that the applicant had also been in contact with the Police Department regarding this matter and the main point of concern was traffic speed. The applicant had stated that this request was on behalf of himself and his neighbors; however, staff did not receive contact from any of the persons who were notified, nor were there any in attendance.

MOTION by Commissioner O'Connor, seconded by Commissioner Duncan and CARRIED by a 5-1 vote, with Commissioner Simmons abstaining, that staff's recommendation for denial be approved.

STAFF/COMMISSION COMMUNICATION

ADJOURNMENT

There being no further business, the Transportation and Circulation Commission adjourned at 4:43 p.m. until June 13, 2011, at 4:00 p.m. The May meeting has been canceled.

Becky Stevens
Administrative Assistant