

**MINUTES**  
**TRANSPORTATION AND CIRCULATION COMMISSION**  
**MONDAY, FEBRUARY 4, 2008, 5:00 P.M.**  
**City Council Chamber, City Hall**

COMMISSIONERS PRESENT: J. Michael Cochran, Chair  
Stephen Hall, Vice Chair  
Edmundo Duvignau  
Rob Hallstrom  
Lesley Mahaffey  
Johnnie Simmons

STAFF PRESENT: Mark Miller, City Traffic Engineer  
Cpl. Lenny Ledbetter, Fullerton Police Department  
(left at 4:05 p.m.)  
Sgt. Steve Williams, Fullerton Police Department  
Lt. Kevin Hamilton, Fullerton Police Department  
Dave Langstaff, Traffic Engineering Analyst  
Teri Carlson, Engineering Aide III  
Janelle Pasillas, Administrative Assistant I

The meeting was called to order by Chair Cochran at 4:00 p.m.

**APPROVAL OF MINUTES**

MOTION made by Vice Chair Hall, SECONDED by Commissioner Simmons, and CARRIED unanimously, that the Minutes of the November 5, 2007 meeting be APPROVED as written.

**NEW BUSINESS**

CITYWIDE VEHICLE WEIGHT RESTRICTIONS

Consider a Police Department request to consolidate the differing vehicle weight restrictions on select City streets into a uniform vehicle weight restriction.

City Traffic Engineer Miller explained this item had been brought to staff's attention by the Police Department. In order to provide continuity across the City boundaries, and with the adjoining cities of Anaheim, Brea, Buena Park, La Habra, and Placentia, staff recommended Section 8.28.010(b) be revised to stipulate the gross vehicle weight for commercial vehicles shall be 10,000 lbs, the streets listed in Exhibit "A" be posted for a maximum vehicle weight not to exceed 10,000 lbs., and the corresponding Resolutions (Resolution No.5615 dated November 6, 1973; Resolution No.8525 dated September 8, 1993; Resolution No.7900 dated December 21, 1988; Resolution No.7011 dated October 6, 1982; Resolution No.7493 dated May 7, 1986; Resolution No.5858 dated May 7, 1975; Resolution No.8421 dated September 2, 1992; Resolution No.5703 dated May 22, 1974; Resolution No.7926 dated March 22, 1989; Resolution No.8085 dated April 18, 1990; Resolution No.8744 dated March 19, 1996; Resolution No.9211 dated December 19, 2000; and Resolution No.9450 dated April 1, 2003) be rescinded in their entirety. The 10,000 weight restriction had become the norm County-wide.

Chair Cochran asked how the restriction would be policed; how would the Police Department determine who was making a delivery or pick-up, versus who was driving through. Cpl. Ledbetter responded the Police would require a delivery receipt or bill of lading to verify destination.

Public hearing opened.

No one from the public wished to speak.

Public hearing closed.

MOTION made by Vice Chair Hall, SECONDED by Commissioner Duvignau, and CARRIED unanimously, that said request be recommended to City Council for approval

The following item was heard out of order.

#### EARLY MORNING PARKING – MUROC PLACE

Consider a staff recommendation to remove the 2:00 a.m. to 5:00 a.m. “Early Morning Parking” exemption on both sides of Muroc Place from Walnut Avenue to its easterly terminus.

City Traffic Engineer Miller explained this item had to do with a larger area; the majority of the cul-de-sacs and streets in the area were exempt from the overnight parking restriction. This single cul-de-sac was removed from the exemption in 1985 at the request of property owners. Current homeowners had requested the City repeal the restriction on Muroc Place to be in conformance with surrounding properties. Properties on Muroc Place met the criteria for overnight parking restriction exemption.

Commissioner Duvignau ask if this was the only area left in Fullerton that allowed overnight parking, Mr. Miller responded that 90% of the City had a restriction on overnight parking.

Public hearing opened.

No one from the public wished to speak.

Public hearing closed.

MOTION made by Commissioner Duvignau, SECONDED by Commissioner Mahaffey, and CARRIED unanimously, that said request be recommended to City Council for approval

Mr. Miller clarified that this item would go before the City Council in late February or early March.

#### NO STOPPING ANYTIME – BREA BOULEVARD

Consider a staff recommendation to remove select segments of “No Parking Anytime” and the installation of select segments of red curb on the south side of Brea Boulevard between Harbor Boulevard and Lemon Street.

City Traffic Engineer Miller explained poor visibility for vehicles exiting Lion’s Field, along with the shortage of parking for the field. The proposed changes would provide additional parking for the ball field, along with increased visibility for vehicles exiting the parking lot. Staff’s believed parking could remain available on Brea Blvd., and an additional ten to twelve on-street spaces would be gained. No opposition or discussion had been received.

Commissioner Simmons asked if anyone from the athletic teams that used the field had made any comments, and Mr. Miller responded that the Parks and Recreation Department had actually brought up the parking and sight distance issues.

Public hearing opened.

No one from the public wished to speak.

Public hearing closed.

MOTION made by Commissioner Simmons, SECONDED by Commissioner Duvignau, and CARRIED unanimously, that said request be recommended to City Council for approval

NO STOPPING ANYTIME – PLACENTIA AVENUE

Consider a staff recommendation to install “No Stopping Anytime” on both sides of Placentia Avenue between Madison Avenue and Garnet Lane.

City Traffic Engineer Miller explained the current construction on Placentia Avenue, from Yorba Linda Blvd. south to Madison Avenue. Subsequent to the construction, several residents had contacted staff to request a left turn pocket for cars turning onto Quartz Lane. Placentia Avenue currently was two lanes in each direction, with a double yellow center line, except at Garnet Lane and Madison Avenue where there were left turn pockets. There had been several rear end accidents with vehicles stopped in the number one traffic lane to make a left turn onto Quartz Lane, and also several accidents which involved vehicles making a left turn from Quartz Lane onto Placentia Avenue. After review, staff believed it best to eliminate parking on both sides of Placentia Avenue, and create a two-way left turn pocket all the way through to Madison Avenue.

Existing parking was allowed on the west side, except for overnight, and a parking utilization study indicated approximately ten to sixteen cars parked in this location during the day. On the east side overnight parking was allowed. Staff believed the installation of the No Stopping Anytime zone was the best solution to reduce accidents and increase line of sight, although it may burden apartment residents.

Mr. Miller explained the need to expedite this request as the street reconstruction project had begun and a change order would be needed.

Staff had received one phone call in opposition. Beverly Smith, an owner of a nearby condominium, expressed opposition because she had purchased her condominium with consideration given to on-street parking being available and was not told it would be removed. She also stated the City had approved the plans for the condominium to allow use of the available parking. Mr. Miller clarified that it was never the City’s intention to use street parking to meet parking requirements.

Commissioner Hallstrom asked the number of cars that would be displaced each day according to the study, and Mr. Miller responded thirty three spaces on each side would be removed, for a total of sixty six spaces. Commissioner Hallstrom asked if on-sight parking was available for each resident, and Mr. Miller responded he was not aware if sufficient parking was available for each resident that owned a car, as that number would be difficult to calculate.

Vice Chair Hall asked how long ago notification was mailed, and Mr. Miller responded it had been mailed one week ago to all property owners in the area.

Commissioner Duvignau stated that, on behalf of the Bicycle Users Subcommittee (BUSC), they would be in favor of this request. There had been previous issues with this street being part of a bike route and this would increase bicycle safety.

Mr. Miller clarified that only two sections on Placentia Avenue allowed parking; this location and just south of Madison Avenue to Nutwood Avenue. The east side belonged to the City of Placentia and the west side was in Fullerton. Staff would come back before the Commission in the next several months to address this other section, on the west side.

Chair Cochran confirmed that this action would only impact Fullerton, and Mr. Miller responded affirmatively.

Public hearing opened.

No one from the public wished to speak.

Public hearing closed.

MOTION made by Commissioner Duvignau, SECONDED by Vice Chair Hall, and CARRIED unanimously, that said request be recommended to City Council for approval.

#### NO PARKING-STUDENT LOADING/UNLOADING – COMMONWEALTH AVENUE

Consider a request from the Fullerton School District to install “No Stopping-Student Loading/Unloading” within the turnout on the south side of Commonwealth Avenue adjacent to Commonwealth Avenue Elementary School.

City Traffic Engineer Miller explained this request had come from the school district. The district planned to close access to their parking lot off of Lillie Avenue, south of Commonwealth Avenue. The district had requested the City allow on street drop-off on the south side of Commonwealth Avenue, and staff proposed to sign it No Stopping Anytime-Student Loading/Unloading. The “anytime” would be 7:30 a.m. to 9:00 a.m. and 12:30 p.m. to 3:00 p.m. Parking would be allowed outside of these posted hours, on weekends and non-school days. One concern staff had expressed was how students would access the campus from this area without walking in front of driveways. The district would install a gate area to the side of the driveway to allow access to the campus.

Public hearing opened.

No one from the public wished to speak.

Public hearing closed.

MOTION made by Vice Chair Hall, SECONDED by Commissioner Hallstrom, and CARRIED unanimously, that said request be recommended to City Council for approval.

#### T&CC COMMISSIONER ATTENDANCE REVIEW

A presentation by staff intended to inform and clarify Section 2.11.050 of the Fullerton Municipal Code pertaining to required attendance of Commissioners at commission meetings of which they are members.

Mr. Miller explained that the City Council had requested all Commissions to be notified of the requirements to attend meetings.

Chair Cochran requested the Commissioner's to advise staff if they would be absent, as a quorum was needed to conduct business.

### **COUNCIL REVIEW**

City Traffic Engineer Miller stated the "No Stopping Anytime" recommendation for Malvern, Elm and Orangethorpe Avenues, and the two-hour restriction on Dorothy Lane, had all been approved, and staff was moving forward with the installation of signs.

Traffic Engineering Analyst Langstaff explained there had been extensive feedback from the public regarding a lack of parking in the downtown transportation center area. Staff had, on a ninety-day trial basis, provided temporary relief by allowing some overnight vehicles to park on Walnut Avenue, from Walnut Way almost to Highland Avenue, on the north side of the street. This would allow people who commuted to Fullerton and left their vehicles overnight to park on the south platform and open spaces in the parking structure for residences.

### **COMMISSIONER COMMENTS**

Chair Cochran urged the Commissioner's to read the pamphlets on the CERT program.

### **PUBLIC COMMENTS**

Carol Thackery, representing the Community Emergency Response Team (CERT) program, provided brochures to the Commission and staff, and discussed the upcoming CERT training.

Chair Hall requested information on the two radar signs that had been located on Rolling Hills Drive. Mr. Miller explained they had not been effective on Rolling Hills Drive, and had been relocated to other streets to see if they had a better effect. Currently one was located on southbound Euclid Street near Valley View, and the other sign was being used at Rosecrans Avenue, westbound from Euclid, near the bike trail crossing.

Chair Cochran informed the Commission that Parking Hearings would be on February 19, 2008, and Commissioner Hall would attend. He made several recommendations on procedures that had worked well for him at the Hearings. Vice Chair Hall commented that the instructions given to the respondent's did not match the instructions he had received.

### **ADJOURNMENT**

There being no further business, the Transportation and Circulation Commission adjourned at 4:36 p.m. until the next regularly scheduled meeting of March 3, 2008, at 4:00 p.m.