

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – FEBRUARY 11, 2015

1. CALL TO ORDER

A Regular meeting of the Traffic Commission was called to order at 7:02 p.m. on February 11, 2015, in the Council Chambers, 3191 Katella Avenue, Los Alamitos, California, Vice-Chair Mejia presiding.

2. ROLL CALL

Present: Commissioners:

Gina Biri (Arrived: 7:07 p.m.)
Dave Emerson
Javier Mejia
Daniel Patz
Jason Seaman
James Wilhelm

Absent: Commissioner:

Thomas Lindsey

Present: Staff:

Dave Hunt, City Engineer
Community Development/Public Works Director
Steven Mendoza
Bruce McAlpine, Police Captain
Dawn Sallade, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Emerson.

4. ORAL COMMUNICATIONS

Vice-Chair Mejia opened the meeting for Oral Communications. There being no speakers, the Vice-Chair closed Oral Communications.

5. APPROVAL OF MINUTES

Consider the Approval of the January 14, 2015 Regular meeting Minutes.
Motion/Second: Patz/Wilhelm
Carried: 6/0/0: The Traffic Commission approved the Minutes of the Regular meeting of January 14, 2015.

Vice-Chair Mejia pulled item 7A forward.

7. STAFF REPORTS

A. CONSIDERATION OF THE DRAFT TRAFFIC SCHOOL STUDY

Continuation of the discussion of the traffic circulation around the four schools north of Katella Avenue. Staff has been having open discussions

with the school district about how to improve the traffic flow around the schools.

City Engineer, Dave Hunt, gave a brief summary of the Staff report and the information contained therein. The author of the Traffic School Study, Jerry Stock from Hartzog & Crabill, Traffic Engineers, was introduced to the Commission and indicated they will have a PowerPoint presentation to go through the results and some of the advantages and disadvantages of each one. He added that Mr. John Eclevia, Director of Facilities Maintenance and Operations, Los Alamitos Unified School District (LAUSD) was also present tonight to ask as well as answer any questions.

Mr. Hunt indicated that the most challenging of the four schools is the high school and suggested perhaps the Commission should tackle the them first as they probably will generate more questions by the Commission than the other schools.

Vice-Chair Mejia agreed and thought the Commission should discuss the high school first as it has the biggest impact both to the community and financially.

Mr. Hunt said he wanted to point out once again that the Commission doesn't have to settle on everything tonight; it's better to take their time, and to ask as many questions as they would like to understand the study.

Commissioner Biri arrived at 7:07 p.m.

Mr. Hunt turned the presentation over to Mr. Stock from Hartzog & Crabill, Traffic Engineers.

Jerry Stock, Traffic Engineer from Hartzog & Crabill, stated he is the author of this document. He then introduced Mike Byato from Hartzog & Crabill who did a great deal of the statistical analysis and contributed significantly towards the creation of this report. Mr. Stock said the approach they are going to take tonight is focused more on the alternatives and specific recommendations as opposed to rehashing the process that led the City to this point.

Mr. Stock brought up the first slide in the PowerPoint presentation which is a drop off/pick up study at the high school and explained that we'll look at some of the concerns and then go immediately into alternatives and recommendations again recognizing that this is in a draft state.

Mr. Stock said some of the concerns expressed were:

- Traffic backing up on northbound Los Alamitos Blvd. from Cerritos to Serpentine as well as traffic along Cerritos Ave. all the way from the San Gabriel River easterly towards the signalized school driveway off of Cerritos.
- Students walking across the intersection of Cerritos Ave. and Los Alamitos Blvd. at the high school walk slow and block cars.

Mr. Stock indicated that the PowerPoint on the screen (and the hard copy in front of the Commissioners) is an overview of Los Alamitos High School and looks at some of the alternatives and we'll individually go into each one of these alternatives with a discussion of the specifics, the costs, the benefits and again a Q&A for each one. Starting at the intersection of Los Alamitos Blvd. and Cerritos Ave., we're going to look at some of the recommendations that we have that we believe will contribute towards overall flow of traffic; not just related to school activity, but at all other times as well. Also, we're going to look at the access point off of Cerritos Ave. which is currently a signalized intersection and some improvements that may be considered at that location. Included in that would be a possible ability to widen this throat leading into the northerly portion of the campus as well as a possibility of converting this area into a student loading zone creating a portion of this parking area into a drop off and pick up area as well installing a traffic signal along Los Alamitos Blvd. at the northerly exit point.

Mr. Stock indicated they have not worked through this with the school district to see what things work from their perspective as yet.

Slide #2 recommendations are:

- Install a new traffic signal on Los Alamitos Blvd. at the northerly exit point;
- Convert to student loading area;
- Add second northbound lane north of high school traffic signal;
- Dual-left turn with right-turn arrow traffic single improves on Los Alamitos Blvd. and Cerritos Ave.
- Create on-site drop-off / pick-up area at teacher parking lot;
- Widen lanes at high school traffic signal on Cerritos Ave.

Starting with the intersection of Los Alamitos and Cerritos Ave., these are not alternatives but recommendations. This is something they believe can be done now assuming that budget is available. Specifically, what they are looking at is modifying the existing intersection to provide what is currently one left turn pocket in all four directions, providing two left turn pockets in all four directions and creating an exclusive right turn lane with right arrow for northbound Los Alamitos Blvd. at Cerritos. They believe that this will

improve the overall traffic flow. He further explained that in Engineering, they measure congestion on an "A-F" scale; "A" meaning what you might expect at this intersection at 3:00 AM on a Tuesday night which means you would flow through it without any delay whatsoever. "F" would represent what the San Diego Freeway would look like around LAX at 5:00 PM on a Friday night. So obviously the closer to "A" the better and the closer to "F" is the worst. The existing intersection's operation currently is "E" bordering on "F" which is not where we want to be. These recommended improvements would result in an improvement from an "E/F" to a "D" bordering on a "C" which is a dramatic improvement is recognizing that we're constrained by right-of-way and the ability to widen the roadway. So if this were to be implemented, it would be to modify this existing median nose and narrow it up, realigning the pavement markings, modifying the traffic signal accordingly, putting in new detection loops for each of the pockets and align them where the new lanes would be configured. Again, the result would be an improved flow of traffic as measured by the level of service. The estimated cost for this work is \$100,000; that is the cost of design and construction. It does not include the cost of construction inspection, observation or construction management. They didn't know whether this would be done by City Staff or outsourced and can be added to this or amended as the report continues to evolve.

Responding to Commissioner Emerson's comments, Mr. Stock said that with preserving dual lefts and then adding an additional right turn lane as well as preserving the number of through lanes, there is not sufficient right-of-way to do that so we are constrained. He said he wanted to make sure that he is very clear when he was talking about dual right turn lanes.

Commissioner Emerson said it was northbound. He said the bulk of the traffic is going there. The left turn lane doesn't have anything to do with the people going to the school.

Mr. Stock said that that was correct and this addresses partially the school but also partially overall traffic operations and traffic flow but not necessarily or exclusively school related. That being said, he said what they are going to do tonight is collect the Commission's questions and digest and process them and then report back at subsequent Commission meetings. He said that he wanted to make sure that Mr. Byato is getting note of this that what Commissioner Emerson is referring to is the possibility of adding a second or a dual or parallel northbound right turn lane on Los Alamitos Blvd. at Cerritos Ave. Is that correct?

Commissioner Emerson indicated that that is correct.

Mr. Hunt pointed out that one thing that when the Commission goes further in the alternatives is where the teacher's parking lot is being used as a drop off zone, there won't be as many cars making that right turn so the dual lane may not be needed as was recommended.

Mr. Stock said that that is correct and it is a possibility.

Mr. Hunt further indicated that if this was done, it would lighten the load here and that may change the whole scenario.

Commissioner Emerson observed that if you're a student and you want to park in the lot, you have no other choice unless you put that road through which he doesn't think the district will go for. So, if you want to park in the lot, you don't have any other way to get there.

Mr. Hunt said that there is a lot more cars than just students driving; there are a lot of parents that don't even want to go near that lot if they can avoid it.

Commissioner Biri asked what is inclusive of this proposed cost at \$100,000.

Mr. Stock explained it would include modifying the existing pavement markings to realign the lines, modification of the island; island remodel and new island; modification of signal/striping, and inclusion of additional traffic detection loops to accommodate this specific concept.

Commissioner Biri asked what it doesn't include and what additional costs would be over and above the \$100,000.

Mr. Stock indicated the cost would include the design, because right now what we have here is a concept. We would then have to take that to a formal design which would allow for solicitation of construction bids. The contract would be awarded and then there's the remainder of value to cover the actual cost of this modification. What he stated would be excluded would be any cost of inspection. In other words, when the work is being done, in order to insure that the construction is done in compliance, it requires an on-site inspector and depending upon the type of funding that is used would also dictate how extensive that may or may not be. For example, when one uses federal money, there are several more layers of bureaucracy and it becomes more labor intensive and consequently more costly. So, we focused on our actual design construction costs but he did want to make mention of that so we're looking at this eyes wide open.

Commissioner Biri asked if someone could speculate on the inspection costs and how much they could potentially run on this.

Mr. Hunt answered that typically it's anywhere from 5% to 10% on a normal job. Typically, we budget for 10% and, just for the future, he instructed Mr. Stock to include that all the way through inspection. In other words, just add another 10% for inspection to keep it in the books. If we took this to the City Council, we would include design, construction and inspection costs.

Commissioner Emerson said that at this point in terms of decision making, with regard to funding, it would be very helpful if the costs could be broken down as he just did because the City might decide that they only have enough money to pay for two left turns, for example. He stated further that Mr. Stock may be able to recommend from his traffic counts which of those will most alleviate congestion at the primary time.

Vice-Chair Mejia asked if the northbound right turn lane that overlaps is going to be a protected turn against the left turn on Cerritos southbound to Los Alamitos. He also asked if this would also eliminate some of the back up because now they'll have a free turn instead of having to stop and wait because they have to always stop and wait for the pedestrians first.

Mr. Stock said that that is the objective because when it is a protected turn, it means just that; there will be no conflicting movements whether it's a pedestrian or a vehicle; it accelerates the movement of traffic and reduces congestion. That is why overlaps are used. However, he does want to note for the record that when an exclusive right turn phase or right turn overlap is implemented, that occurs at the same time this movement receives a left turn. The standards within the State are that u-turns would be prohibited for obvious reasons because we cannot have conflicting movements.

Vice-Chair Mejia asked that as far as the overlaps are concerned, that's the only one noted; there's no other overlaps in this design.

Mr. Stock indicated that that was correct but it's a concept, not a design.

Commissioner Emerson asked if there was a reason why they didn't overlap others. He noted that if they're going to be put in, it doesn't take any more time although there's additional cost for them, but it would be interesting to see the traffic counts. It might be worth having more because kids walking slow in the crosswalk occur on more than one crosswalk.

Mr. Stock indicated that when they do put in a right turn overlap, they have to have an exclusive right turn lane to accommodate that. That's one thing they will have to step back and look at and make sure do we have an exclusive right turn lane or if we don't, we would either have to obtain right-of-way, which now the costs have increased exponentially, and also, if we draw up a lane in the through movement, what are the ramifications of that? So, again, right now, this is a recommended concept noting that your questions and comments will be taken into further consideration and will be revisited.

Commissioner Wilhelm asked if on page 24, the terminology used, "Five section heads", actually means a five lens signal unit.

Mr. Stock said that that was precisely what it means; red, yellow, green and two arrows.

Responding to a question from the audience regarding how many left turns are going specifically into the school, Mr. Stock explained that when he gets the counts taken, they are done with machines and count the particular movement not necessarily where it's end destination would be. So that would require a more in depth analysis to determine the number of cars turning left but how many of those are going in the direction into the school. He said he doesn't believe they have that information because that is an unconventional approach to assess turning movements at an intersection for subsequent analysis.

Commissioner Patz said he takes that route to go to work as well as his son also goes to school there. He said there's a conflict every morning between people trying to turn left into the school and those going west on Cerritos Ave. trying to make a left onto Los Alamitos Blvd. and it's very interesting at times when both sets of cars are queued up at the same time there are people jockeying for position trying to get into that left turn lane either going east or west.

Mr. Hunt pointed out that if an improvement is made in one area and we don't do an improvement in the other area such as where the cars are getting into the high school, this improvement won't really make any difference because its' backed up all the way to Los Alamitos Blvd. under existing conditions.

Mr. Stock, responding to a question regarding how many cars would fit in the left turn pocket as opposed to what the capacity is right now as it stands, he indicated that typically they would allow approximately 22 feet, give or take, per car length so if they want to accommodate ten vehicles within that pocket, they would have to provide approximately 220 feet.

Mr. Stock recapped by looking at an alternative to this design that would provide dual right's in the northbound direction as well as possibly considering right turn over laps in the other directions as well.

Mr. Stock brought up Slide #4 and said that what we're looking at is the Los Alamitos High School off of Cerritos Ave. It is a signalized intersection. What this alternative presents is additional widening of this intersection at increased capacity that would provide potentially the ability for dual left's inbound from eastbound Cerritos turning left into the school campus; however, there are some challenges associated with that specifically what we're feeding into the narrows down into one lane in each direction. So, trying to put two cars in a movement that we're going to immediately compress into one is going to be problematic. However, the widening in this area would have a benefit in their opinion and the cost to do this including design and construction is approximately \$80,000. If they were to be further considered, all of these improvements would be in the next report and would reflect the cost of inspection and possible contract administration. The cost is specifically this portion here and does include the two left turn lanes coming into the school; the cost is associated with modifying the existing planter area where they will be removing curb and gutter, landscaping, capping the irrigation system, constructing new curb and gutter, modifying the drive approach, modifying the disabled access ramps associated with the widening and ensure they meet current ADA standards and are compliant there. Again, this is more of an alternative and less of a recommendation.

He further pointed out that what they wanted to do was present what are alternatives from a purely a traffic perspective but when viewed from the City's and the school district's perspective, it may lend to a different opinion. This may require a separate meeting(s) with the school district and City personnel; whatever is in the best interest of moving this forward so that we're all inclusive. This is why they didn't really want to present this in somewhat of a final format as these are all options that could be considered but would need to be considered from a variety of different perspectives. Also, some of these things that are going to be presented tonight are in response to questions or suggestions that were presented by the Traffic Commission in their report in January of 2014.

Commissioner Emerson asked about the cost breakdown for this and everything else, it might be helpful to further break that down by the cost that is on school district property which logically would be a school expense and the cost on Los Alamitos City property which would logically be a City expense.

Mr. Stock clarified that the Commission would like to take this cost breakdown and differentiate between the cost of the work that would be

done on school district property and the cost of work that would be done on City property.

Responding to the Commission's question, Mr. Stock explained that the cost estimate is inclusive. Typically, he said in his experience, it's been when medians are modified or planters, it's not terribly expensive to cap irrigation systems or reroute lines as long as we're not talking about relocating irrigation controllers or service cabinets or anything along those lines.

Answering another question regarding there being any other alternative other than what has been presented tonight that might work on Cerritos without modifying the school, Mr. Stock indicated that this is an alternative that was presented by the City for their consideration to assess. Some of what their report is in response to suggestions. This specific location was generated by the City and then they responded to it accordingly and massaged it a little bit to look at further considerations such as the possibility of providing the dual lefts inbound. He said it's his position that this could be an alternative that could be considered that would require further conversation which would include the school district because there may be some alternatives here that may be in conflict with their policies and procedures that have not been vetted out.

Mr. Hunt interjected that it is an alternative that would reduce the bottleneck that is there now to help the flow of traffic. To keep the flow of traffic moving better, this is an alternative that will do that and try to keep the cost to the school at a minimum whereas the next slide will show more cost to the school to make it even work better. But this is like a minimum amount that we would have to do to try and get that bottleneck away from the intersection.

Commissioner Patz asked if we were to look at the previous suggestion of the two right turn lanes from Los Alamitos Blvd. going east on Cerritos, if we were to do that, this recommendation would then become a necessity?

Mr. Stock said that is not necessarily the case.

Mr. Hunt said it would work a lot better if it was there.

Commissioner Patz said that that was kind of where he was going. If you've got more cars turning right, there needs someplace for them to go.

Commissioner Emerson said there are already two lanes turning left currently. Currently, there are two lanes going in and basically half of them go right and half of them go straight and he said he didn't see a backup

when he was there; it seems to flow as they've got a couple of crossing guards moving them.

Mr. Stock said any time we can increase capacity at a particular location, and assuming we've got the capacity upstream or downstream, there is a benefit to it and a degree of relativity.

In response to Commissioner Wilhelm's question, Mr. Stock explained that the consideration to make this a dual left inbound would be contingent in his opinion upon the ability to widen this throat that we're feeding into otherwise all we're doing is creating a funnel. In fact it could actually exacerbate things and make it worse.

Vice-Chair Mejia asked that in any of the studies that were done, does the north entrance to the school going all the way to the back parking lot back up substantially?

Mr. Stock answered not based on his observations. He has taken several trips out to the school so he could form his own opinion. There's numbers on a piece of paper based on an analysis and there's also what your eyes see and what you feel when you drive a car. They wanted to try to incorporate both approaches.

Mr. Hunt pointed out that it was also cars leaving the parking lot creating a kind of a bottleneck for cars trying to get in because it was so narrow there. You would see cars coming and going and making illegal turns coming in the front of the school creating some headaches with the cars leaving and that would back up. Then the students were trying to get in the back lot and they were trying to get around all the parents going to the front lot. There's a lot going on there and this was alternative was to widen it up so that students basically could come in and have their own lane and they didn't have to fight; they could get in the back area. He said he was out there several times and what he saw was in that critical 15 minute period, from the Cerritos Ave. signal all the way back to Los Alamitos Blvd. going eastbound was backed up all the way to the signal. By opening up the exit, it actually helps the entrance. It widens it up and just has more room. Mr. Stock's next scenario would be to open up for the students to go through into the back area which would guarantee that the students wouldn't create a bottleneck and make all this worthless

Commissioner Wilhelm asked if the majority of the drop off activity in the morning in the front of the school in the front lot?

Mr. Hunt indicated that cars go all over the place trying to drop students off at the last second and it's kind of a nightmare out there.

Responding to a question posed by the Commission, Mr. Stock explained that this was a concept that was presented and they took a look at it. If they wanted to vet this out and go into greater detail, then we would have to get into a queuing analysis because right now they didn't want to put the cart before the horse. If the feeling is that we'd like to look into this further, recognizing that this may fly and that the direction is given to them, then they would proceed in more of a detailed queuing analysis to provide answers to those specific questions.

Commissioner Emerson pointed out that part of this is converting what is currently a single left turn lane into dual lanes which would shifting or re-striping on the street and some other things and asked if the cost of this is included in the \$80,000 as well.

Mr. Stock indicated the cost is indeed inclusive.

Commissioner Emerson continued by saying whether or not we do the modifications inside the school or not, it may well be worth the City's while to consider separately adding that extra left turn lane because if nothing else, it allows queuing that doesn't block the people that are simultaneously trying to get to McAuliffe Elementary School, etc. using the same street because currently at peak hours the line for the single left turn lane spills over and reduces Cerritos to one lane of traffic. If nothing else, this allows us to stack more cars in there. Also, it allows a shorter left turn arrow to get the people in and that could facilitate the traffic flow because a lot of the traffic makes the right and they use that as a drop off zone. He indicated he would like to see an analysis of any modifications on the school but simply adding a second turn lane there.

Mr. Stock clarified that he wants it on eastbound Cerritos Avenue and that would again be contingent upon what we can do here. We would have dual lefts feeding in one lane turning left into the school parking lot with these other two lanes feeding to the north.

Commissioner Emerson interjected that we wouldn't do anything to the school; the school would be exactly what it is now. You would have two lanes coming in and two lanes turning. The biggest problem is that there is a Stop sign there; if you had an individual directing traffic, you'd probably be able to sort it out. If nothing else, it would reduce the congestion backing up and blocking Cerritos.

Mr. Stock said to let him step back and look at it from a different perspective. If he understands the suggestion correctly, we will look into the feasibility of creating these dual lefts, and the viability of doing that absent doing anything in this direction. Look at that and vet it out and get an assessment.

Commissioner Emerson said that was correct but it really doesn't make a lot of difference because all you've got is room for six cars before you narrow it down now. You may have to paint a "Do Not Block" there but if nothing else, you'd have room for the cars to queue without blocking traffic. You'd have twice as many cars that could queue and you wouldn't have the interaction on the two directions.

Mr. Stock indicated that if he understands Commissioner Emerson correctly, the direction to him would be to consider further assessment of this alternative or concept; don't rule it out. Look at the viability of making these improvements; seeing how it would work and what the ramifications would be recognizing that we're not making any changes in this area; then include that in our updated assessment and present that again.

Commissioner Emerson said he doesn't think we should look at that whole package unless you decide to keep two lanes northbound. At this point, Mr. Stock didn't recommend it, you're saying we can study it if we want to but he doesn't see any need to go any further. The killer on this is extending it and that's extremely expensive as the school indicates. What he can see is that this goes to the bottom of the stack and maybe in 20 years, they'll have more money. The only part that he said needs to be looked at now is the right turn.

Mr. Hunt indicated he doesn't think we're saying that. If we look at the stacking inside the parking lot in front of the school and maybe see how that would work, this intersection could be a very important part of helping the flow of cars.

Vice-Chair Mejia explained what he thinks Commissioner Emerson was saying was that if you include the two left turns into the school property without widening that entrance, they would go into the two dedicated lanes that are currently there. The inside or Number 1 northbound lane would have to make the left to go east in front of the school, the right turn lane would be a through lane and that would be primarily students only and after a little while they would learn and that's where the students would go.

Mr. Hunt said that could be Alternative A but Alternative B is to do the other improvements and make it work better. Don't throw this away.

Commissioner Wilhelm said it seems to him that the biggest improvement that we can possibly make in relation to this main entrance is the ability to create two northbound lanes once in the north part of this map; in other words, heading up to the student parking area. It seems to him that it's absolutely crucial because then the capacity increases enormously with two lanes going all the way back. Right now the only increase in capacity

is the five or six cars that can queue up in that second northbound lane. In the document Mr. Stock said that the temporary buildings can be moved to open that up and if you could do that, it's a complete game changer.

Mr. Stock said that's what is reflected on the next slide. So as Mr. Hunt had alluded to a few moments ago, consider these Alternative A and B with the emphasis on looking at keeping these dual lefts coming in without any additional widening and call that Sub-Set A and then look at Sub-Set B with the additional widening that would be reflected on the next slide.

Vice-Chair Mejia asked how many cars can fit in that stacking lane so that that stack will match with trying to make the left turn into the driveway.

Mr. Stock said that that is what they would look at in more depth in their subsequent follow up.

Commissioner Wilhelm added assuming we can create two northbound lanes and make it possible for twice as many cars to head up toward the back student lot, perhaps promote ride sharing; maybe we can make that front lot an HOV lot. People love to drop their kids off right there in front of the school because they're back out on Cerritos Avenue very quickly. They'd rather do that than have to go north but maybe the school parking guards can only admit cars with two or more kids in the car into that front lot. It seems to him that would incentivize a lot of parents to double up.

Mr. Stock indicated they would probably want to get the input from the school district with respect to that specific concept.

Vice-Chair Mejia thought that before we move onto the next alternative even though it's still the high school, one thing that was maybe not considered at all is if we look at the Los Alamitos High School property, the whole north edge of the back baseball diamond backs up to the flood control channel. He said it looks like there's a path there or an access road on that goes right out to Bloomfield Street and he was wondering what the viability was if they made a pedestrian drop off area on Bloomfield and the students could walk onto the back property of the school and wouldn't have to navigate Cerritos at all.

Mr. Stock indicated that that wasn't looked at; they were not requested to look at it nor did they venture down that road. They will look at this and bring it back to the Commission.

Vice-Chair Mejia said with the path that is there now, it seems that it would be relatively cost effective to maybe do that now. As far as the safety issue is concerned, he doesn't really know the answer to that.

Mr. Hunt indicated that's its actually Carbon Creek Channel and is owned by Orange County Flood Control and is only a maintenance channel with no bike path or anything on it.

Vice-Chair Mejia said he has seen that in other counties.

Mr. Hunt answered that we do have that on Coyote Creek Channel but one of the big questions would be for the school district and if they would allow a gate in the back to be opened so that students could come and go from the back side. This could be a security issue that the City doesn't even want to open up.

Mr. Eclevia said that typically all the school entrances are supervised entrances which brings on another issue of where's that supervision going to come from. There's also a huge ground swell because the flood control channel is raised so it does have other issues associated with it in regard to ADA requirements. Also, where would that entrance actually be because that access is now going to come across a field and there's not any choice but to put a sidewalk across the field. This is another issue because the district is already strapped for field space.

Vice-Chair Mejia pointed out in his recommendation that in looking at the flood control channel, it runs all the way to Bloomfield without having to put a sidewalk in across the field at Laurel School or the back field from the baseball field sidewalk from the high school side of the baseball diamond. He just thought a sidewalk is a lot less expensive than moving bungalows and putting pavement down and maybe securing a new fence line, etc.

Mr. Eclevia indicated that the flood control area is actually in a raised part of Bloomfield so depending upon where a parent is making a drop off, if you're on the back side of that, the slope is now in a blind spot and so that could pose some other traffic safety issues.

Commissioner Emerson said that that could be ideal because the drop off could be at Laurel which is right on the other side of the flood control channel. They could get off there, walk down Bloomfield, turn onto the flood control so the school district controls the property that adjoins there. He said when he was on campus, some administrators he spoke to said that they've been making a major emphasis on encouraging remote drop offs; dropping off the kids a couple of blocks away from the school. This would be a logical shortcut that bears further study.

Mr. Stock asked Mr. Eclevia if the school district would be opposed to looking at this in greater detail or is that off the table or perhaps he would need to digest that a bit.

Mr. Eclevia indicated that this is a study so we need to look at it. One thing to bear in mind is when he's in the process of designing schools, it's not so much "if they will build it, they will come" such as parking lots. If he builds a parking lot on school property and if he calls it a faculty parking lot but it's away from buildings, it is not going to get used. The same concept here. This drop off is not even in sight of the school so would a parent be comfortable dropping off their kid on a flood control channel and to trust that their kid is going to make it to the school site? Because now you've got how many feet from Bloomfield to the actual school site that technically, the kids are actually not supervised in an area where anybody could be in.

Vice-Chair Mejia pointed out that with the addition of one noon aide or a crosswalk attendant that could help mitigate the issues.

Mr. Hunt indicated that the channel is fourteen homes long.

Mr. Eclevia explained that that is about the length of the track.

Commissioner Patz said so that would be about 800 yards.

Commissioner Emerson said the other thing that was mentioned is having access from the track to the north so people could walk there with a bridge over it. That could connect and they could have the same entrance to the school. Obviously, this may have to be locked when there is flooding expected but it's a creative idea and he doesn't see why we couldn't investigate it.

Mr. Stock pointed out that apparently there is no objection from the school district so we've got that noted and that would be called an alternative for further consideration.

Commissioner Emerson said if we're talking about alternatives, the alternative that would cut the problem in half and this is for the school district to cogitate would be to shift the start time a little later and have half of the kids arrive at 0 period. This would involve some imposition on staff but the staff, too would have two arrival times. Instead of having everyone arrive at one 20-minute period, you cut the number of cars and the people in half. Also, if the start time is shifted, it wouldn't conflict with the other school times either. There's even ways that it could be coordinated so that the most likely parents of those kids could coordinate with dropping off their kids at other schools. That would cut everything in half automatically.

Mr. Eclevia indicated that that would require a lot more study with the high school themselves and the counselors. One issue he sees is that this

school has about 3,200 students and of these students, about 1,000 of these play in athletics. If you're on a team, you're basically in your 6th period playing athletics. If the school was shifted and half of the students were starting at 0 period and half of the students starting at 1st period, he can't see how that would work with the students playing athletics.

Mr. Hunt indicated he wouldn't want to put it in the report unless it's even feasible that the school district would even consider it and it sounds like the answer is no.

Mr. Stock introduced Slide #5 which involves widening that northbound drive aisle to the north. The only way realistically that that can be done would be with the relocation of those buildings. If that is absolutely not viable, that could be discarded immediately.

Mr. Eclevia said that plan for master planning purposes is great as far as if the school district ever went forward with any other new construction at the school site to get rid of portables, knowing this is valuable. However, to do this today is nearly impossible. To move those buildings, even if we were talking about only moving the buildings to the west, that congests the walk ways between the buildings themselves. Also, each one of those buildings that are shown, to be able to move those at this time and date, they would have to go to the Divisional State Architect even to move that building one foot. So that means they've got engineering and architectural costs and then also construction costs to move them. Each one of those buildings could easily represent \$100,000 for each just in construction costs.

Mr. Stock said for the record if he can summarize that, they would modify their report to say that this concept was looked at and it may be a viable alternative as part of a long term master plan but based on the logistics and costs associated with moving those buildings, it would be precluded from further consideration at this time.

Vice-Chair Mejia said he's curious though that if we went forward with moving those buildings, why we wouldn't make the driveway two lanes in and two lanes out.

Mr. Stock would again look at moving the buildings an additional ten feet but said when you look at those structures adjacent to those modular buildings; it may completely rule it out completely. Looking at that as part of a long term master plan, could be mentioned and that would probably be the appropriate time to have that conversation but given that it's not feasible at this time to consider dual lanes northbound, it would certainly seem premature to look further at that constraint.

Mr. Hunt said he thought Vice-Chair Mejia was looking at it that by moving one lane, you'd have to move those whole buildings anyway so why not put two lanes in because if you put one lane in, the buildings are gone.

Mr. Stock indicated they would reflect that in the revision.

Commissioner Emerson said in the future, at the same time, if we're going to move it, they should consider going with four lanes but for now, take that off the table and we don't have to look at it again.

Commissioner Wilhelm said he had one further thought on this, assuming that that east/west link to Los Alamitos Blvd. is feasible; maybe you could have just two lanes one way north because everyone could exit the property on the Los Alamitos Blvd. They wouldn't need to have the southbound lane down to Cerritos Ave.

Commissioner Patz asked if this is off the table which it appears it is, does that change the two left turn lane option into the school off of Cerritos Avenue?

Mr. Stock said that we looked at this as being Options A, B & C; if we wanted to refer to this as C, we'd pull C off of the table right now in the short term and assess A and B.

Commissioner Patz said so it's the entrance that would change and you wouldn't do anything further.

Mr. Stock said that that is what Mr. Hunt referred to as Alternative C.

Commissioner Wilhelm said if we had two lanes, one way north, then that still ties into the two left turn lanes off of Cerritos and that would be perfect.

Mr. Hunt asked Mr. Eclevia if he said that the students going into the back lot doesn't create as much of a back log as the parents going into the front lot or is it the other way around.

Mr. Eclevia indicated it was the other way around. The parents that are turning left into that front lot are the ones that are causing that back log. The single lane that is coming in is fine with the light cycles from his personal observation. Reversing it coming out is a different story. That's a 20 minute ordeal. That's why he wanted to look at what this stack coming in against the stack that he's able to hold inside the school property is important. If we have enough that we can create enough of a stack inside then they don't even need to look at that second slide that's after this.

Motion/Second: Patz/Biri

Unanimously Carried: The Traffic Commission approved continuing the discussion of the Draft School Traffic Study to the next regular meeting of the Traffic Commission.

6. TRAFFIC COMMISSION REORGANIZATION

This report provides relevant information for the Traffic Commission's annual reorganization by the election of Chair and Vice-Chair.

Recommendation: Nominate and elect the following officers:

1. Chair
2. Vice-Chair

Commissioner Biri asked who governs the Commission's elections.

Mr. Hunt explained that this is actually governed by our City Clerk. The fact that the Chair resigned at the last meeting, put the Vice-Chair as interim Chair until a Chair is elected. This is the same procedure as the last meeting and so we need to open the floor to nominations for the office of Chair.

Commissioner Biri nominated Vice-Chair Mejia for the office of Chair. She also said that her circumstances have changed personally and she is now willing to serve as Vice-Chair if given the chance.

Commissioner Patz seconded the nomination.

There being no further nominations, Mr. Hunt called for the vote.

Unanimously Carried: The Traffic Commission elected Vice-Chair Mejia as Chair.

Chair Mejia called for nominations for the office of Vice-Chair.

Commissioner Emerson asked Commissioner Biri if she was serious about serving as Vice-Chair and wondered if anyone else is interested in serving.

Commissioner Patz indicated he is interested in serving as well.

Commissioner Emerson said he would be interested in hearing from the two candidates.

Commissioner Patz said he had served as Vice-Chair last year and the way the process normally operates is that the Vice-Chair almost always automatically becomes the Chair although that isn't a given. The Commission was on track for that until he realized he had a major audit coming up at work and he let the

Commission know in a timely fashion that that was the case. However, next year he is quite capable of serving as Chair and he would hate to miss the opportunity just because he had to forego it for this year. He, however, agrees that Commissioner Biri would make an equally good Vice-Chair.

Commissioner Biri cited her educational background in Organizational Communication and feels that she would flourish in the role partnered with Chair Mejia as he and she have worked together in various community activities. She said she has a lot of spunk and passion for this and serves as the moderator of the Deacon Board at her church so she has some experience and practice with this. She indicated she would be honored to serve.

Chair Mejia nominated Commissioner Biri for the position of Vice-Chair.

Commissioner Emerson nominated Commissioner Patz for the position of Vice-Chair.

There being no further nominations, Chair Mejia closed the nominations.

Chair Mejia called for a Roll Call vote in favor of Commissioner Biri.

ROLL CALL

Commissioner Biri	Yes
Chair Emerson	No
Commissioner Lindsey	Absent
Chair Mejia	Yes
Commissioner Patz	No
Commissioner Seaman	Yes
Commissioner Wilhelm	No

The vote was 3-Ayes and 3-Nays which resulted in a tie.

Chair Mejia called for a Roll Call vote in favor of Commissioner Patz.

ROLL CALL

Commissioner Biri	No
Chair Emerson	Yes
Commissioner Lindsey	Absent
Chair Mejia	No
Commissioner Patz	Yes
Commissioner Seaman	No
Commissioner Wilhelm	Yes

The vote was 3-Ayes and 3-Nays which resulted in a tie.

Following discussion of how best to handle the tie vote, Commissioner Patz indicated he withdraws his nomination for the office of Vice-Chair.

Chair Mejia called for a Roll Call vote in favor of Commissioner Biri once again.

ROLL CALL

Commissioner Biri	Yes
Chair Emerson	Yes
Commissioner Lindsey	Absent
Chair Mejia	Yes
Commissioner Patz	Yes
Commissioner Seaman	Yes
Commissioner Wilhelm	Yes

Unanimously Carried: The Traffic Commission elected Commissioner Biri as Vice-Chair.

8. ITEMS FROM THE PUBLIC WORKS DEPARTMENT

A. Traffic Commission Status Log

Mr. Hunt said that with regard to F-3 & F5 in the Log that deal with traffic counts, he reported they will probably do those counts in March because the freeway improvements are being completed and should be done in the next 2-3 weeks. Cal-Trans said they might have a few nighttime closures and they really wanted to wait until those were all done before doing the counts. He said he wasn't sure what they're doing out there since the roadwork seems pretty well finished but they must be cleaning up or something and promised they would stop in 2-3 weeks and get rid of all the detour signs in our City.

Mr. Hunt reported that on February 23 at 5:00 PM, the City Council is going to have a workshop to talk about the Downtown Project. The purpose of this meeting is to get the current City Council up to speed on what was done 3-1/2 years ago. Staff will basically bring out all the old exhibits, and have a PowerPoint presentation as well.

9. TRAFFIC COMMISSION INITIATED BUSINESS

Commissioner Wilhelm

- Farquhar Ave. - "No left turn" sign across from the alley: He thought it wouldn't cost anything to put up two "No left turns" signs; one just with the ordinary text and one with the iconic sign with a circle with a slash through it indicating "No left turn". The logic to that would be it would double the visual impact of the sign.

Mr. Hunt said that they will put up two signs as suggested.

Commissioner Patz

- None

Vice-Chair Biri

- Thanked Commissioner Patz and her fellow Commissioners and Staff for being so kind earlier in the meeting.

Commissioner Seaman

- None

Commissioner Emerson

- A McAuliffe crossing guard at Bloomfield and Cerritos told him that the City needs to extend the count for the pedestrian signal as it's not enough time for the kids to get across the street.
- With regard to Katella and Bloomfield, two crossing guards at Katella both indicated that neither the kids nor they can see approaching traffic on the east side of the street because of the first three or four cars that are parked right up to the corner. The crossing guards said it's a real hazard to cross. They suggested that the curb be painted up to the first tree and he feels that it's well merited to do so as it's definitely a safety issue. The line of sight is too dangerous.

Captain McAlpine indicated he would have an officer go out and speak with the crossing guards regarding the situation.

- A parent and a motorcycle officer strongly suggested to him that the red curb in front of the new school building along Los Alamitos Blvd., north from Cerritos is about 100 feet which is supposedly for one bus and they feel one bus doesn't need that much space. He suggested painting the curb white for a loading zone. Also at the other end of that loading zone, from the end of the loading zone to Coyote Creek where the bridge goes across, it looked like there were four or five cars parked there which could be utilized for loading if it were available and would also alleviate the double parking issue at the loading zone.

Chair Mejia

- Asked Mr. Hunt if he was able to find any information out about the street sweeping requirements.

Mr. Hunt indicated that Public Works Supervisor, Tony Brandyberry indicated he couldn't find any information out as to how many times that street sweeping was required; we're just obligated to keep the streets clean.

Chair Mejia indicated when he walked the street, there were 27 ticketed cars on his block and there were four available spaces which is a huge problem for the neighborhood. He said he had just received his 10th ticket for the year. He said he's heard from several other residents about the density of parking in that area is just overwhelmed. The signs on the street indicating when street sweeping would take place say from 8:00-Noon although he has spoken to residents who have been ticketed when the street sweeper has come and gone and they moved their cars and still received a ticket. He said he talked to residents that are complaining because there is, from Lexington on Green Street going west and maybe the first half of the block is severely impacted by the Katella Deli employees.

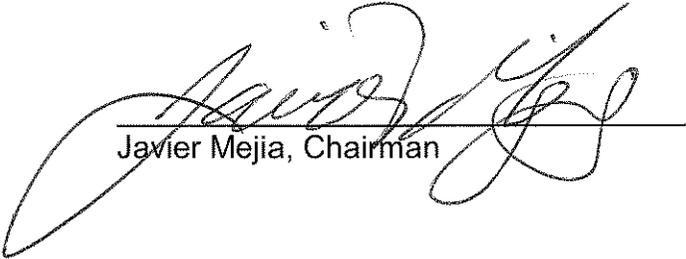
In addition to that, he said he's been paying a lot closer attention to it and he said he's 100% sure that it's Katella Deli employees not patrons that are leaving trash up and down the street as well.

He asked if there is any solution that can be found with regard to the street sweeping issue.

Mr. Hunt said he will bring Public Works Supervisor Tony Brandyberry in to a Commission meeting soon to speak on the street sweeping and parking issues.

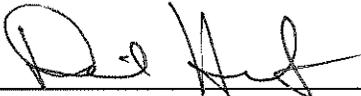
10. ADJOURNMENT

The Traffic Commission adjourned at 9:26 p.m.



Javier Mejia, Chairman

ATTEST:



Dave Hunt, City Engineer