CITY OF LOS ALAMITOS
3191 Katella Avenue
Los Alamitos, CA 90720

AGENDA
TRAFFIC COMMISSION
REGULAR MEETING
Wednesday, March 08, 2017 – 7:00 PM

NOTICE TO THE PUBLIC
This Agenda contains a brief general description of each item to be considered. Except as provided by law, action or discussion shall not be taken on any item not appearing on the agenda. Supporting documents, including staff reports, are available for review at City Hall in the Engineering Office or on the City’s website at www.cityoflosalamitos.org once the agenda has been publicly posted.

Each matter on the agenda, no matter how described, shall be deemed to include any appropriate motion, whether to adopt a minute motion, resolution, payment of any bill, approval of any matter or action, or any other action. Items listed as “for information” or “for discussion” may also be the subject of an “action” taken by the City Council at the same meeting.

Any written materials relating to an item on this agenda submitted to the Traffic Commission after distribution of the agenda packet are available for public inspection in the Engineering Office, 3191 Katella Ave., Los Alamitos CA 90720, during normal business hours. In addition, such writings or documents will be made available for public review at the respective public meeting.

It is the intention of the City of Los Alamitos to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee, or a participant at this meeting, you will need special assistance beyond what is normally provided, please contact the Engineering Office at (562) 431-3538, extension 301, 48 hours prior to the meeting so that reasonable arrangements may be made. Assisted listening devices may be obtained from the Traffic Commission Secretary at the meeting for individuals with hearing impairments.

Persons wishing to address the Traffic Commission on any item on the Traffic Commission Agenda shall sign in on the Oral Communications Sign-In Sheet which is located on the podium once the item is called by the Chairperson. At this point, you may address the Traffic Commission for up to FIVE MINUTES on that particular item.

1. CALL TO ORDER

2. ROLL CALL
Chair Patz
Vice Chair Mejia
Commissioner Emerson
Commissioner Hill
Commissioner Rodman
Commissioner Seaman
Commissioner Singer
3. **PLEDGE OF ALLEGIANCE**

4. **ORAL COMMUNICATION**
   At this time any individual in the audience may address the Traffic Commission and speak on any item within the subject matter jurisdiction of the Commission. Please state if you wish to speak on an item on the Agenda. **Remarks are to be limited to not more than five minutes.**

5. **APPROVAL OF MINUTES**
   Approve the Minutes for the Regular Meeting of February 08, 2017.

6. **STAFF REPORTS**
   A. **“Traffic Engineering 101”**
      Discussion regarding Traffic Engineering and its function within the Community.
      
      Recommendations: Receive and file.

   B. **Traffic Commission Status Log**
      This is a tracking tool used by the Commission to track assignments and accomplishments.
      
      Recommendations: Receive, file, and revise as necessary.

   C. **Four Month Review of Residential Parking Implemented in May 2016**
      Staff continues to work on this and has ordered the parking data to be developed by a Consultant. No new information at this time.

   D. **Request for a “Four-Way” stop at Catalina Street/Walnut Street**
      Concern has been expressed by residents near the intersection of Catalina Street and Walnut Street regarding the need for improved traffic safety near this area. A request was made to install a “Four-Way” stop at Catalina Street and Walnut Street intersection within Old Town West neighborhood.
      
      Recommendations: Commission to direct the Traffic Engineer to evaluate the installation of a “Four-Way” stop at Catalina Street and Walnut Street within the Old Town West Area and send out notices to tenants and property owners within 500 feet of the intersection.

7. **ITEMS FROM THE DEVELOPMENT SERVICES DIRECTOR**

8. **TRAFFIC COMMISSION INITIATED BUSINESS**
   At this time, Commissioners may report on items not included on the agenda, but no such matter may be discussed, nor may any action be taken in which there is interest to the community, except as to provide Staff direction to report back or to place the item on a future agenda.
9. ADJOURNMENT

I hereby certify, under penalty of perjury under the laws of the State of California that the foregoing Agenda was posted at the Community Center, Museum, and City Hall not less than 72 hours prior to the meeting. Dated this 1st day of March, 2017.

Michelle Müller, Department Secretary
MINUTES OF TRAFFIC COMMISSION MEETING
OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – FEBRUARY 8, 2017

1. CALL TO ORDER

The Traffic Commission met in Regular session at 7:00 p.m. on February 8, 2017, in the Council Chamber, 3191 Katella Avenue, Los Alamitos, California, Chair Patz presiding.

2. ROLL CALL

Present: Commissioners:
Chair Patz
Vice Chair Mejia
Emerson, Hill, Rodman, Seaman and Singer

Present: Staff:
Steven Mendoza, Development Services Director
Eddie Esquivel, Parking Enforcement Officer
Farhad Iranitalab, Traffic Engineer
Michelle Müller, Department Secretary
Rick Moore, Police Captain

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Hill.

4. ORAL COMMUNICATIONS

Chair Patz opened the meeting for Oral Communications.

Beth Piburn, resident of Seal Beach, expressed the following concerns: Florista/Los Alamitos Boulevard, the light at Orangewood Avenue, closest to the Base is disregarded by drivers, the crosswalk between 10861 Cherry Avenue and the hospital, stop sign is disregarded.

Douglas Smith, resident of Rossmoor, distributed handouts regarding his concern over the negative traffic impact he believed would occur as a result of the approval of the Village 605 Shopping Center.

Tricia Ordaz, President of the PTA at Oak Middle School introduced herself and expressed concern over the safety of students getting to and from school with the increase in traffic from the Village 605 Shopping Center.

There being no further speakers, Chair Patz closed Oral Communications.

5. APPROVAL OF MINUTES

A. Approve the Minutes for the Regular Meeting of January 11, 2017

Commissioner Hill asked to correct action on page 3, regarding the Staff report for the Traffic Analysis at the intersection of Katella Avenue and
Cherry Street, as the consensus was for no action to be taken at this time, rather than for a “u-turn only” sign to be installed at the intersection.

Motion/Second: Mejia/Seaman  
Carried 6/0/0 (Emerson abstained): The Traffic Commission approved the minutes of the Regular meeting of January 11, 2017, with stated correction.

6. ITEMS FROM THE PUBLIC WORKS DEPARTMENT
A. Consideration of Parking Revision 10732 Los Alamitos Boulevard
A request was received from Business Owner, Kathi McNally from McNally Lighting requesting the Traffic Commission to consider limiting the parking time in front of her business, from the existing four hours to twenty-four minutes. Ms. McNally expressed concern that having a long time-limit, is affecting her business immensely as vehicle spark for long periods of time. Ms. McNally expressed concern over the inconvenience it causes for the elderly customers. Furthermore, Ms. McNally stated that so far this quarter sales have been affected by thirty percent.

Development Services Director Mendoza provided a brief history of how the timed parking throughout the City was established.

Commissioner Emerson recommended that signs be posted at the front of the business advising the public that there is also parking available in the rear.

Commissioner Seaman requested this item be considered after agenda item B.

Motion/Second: Seaman/Singer  
Unanimously Carried 6/0 (Emerson abstained): The Traffic Commission moved item B forward.

B. Four Month Review of Residential Parking Implemented in May 2016
In May 2016, the City Council established time limits throughout various areas of the City as represented on Attachment 1. Initially, the City Council carefully reviewed thirteen areas of the City and then extended the area to include two more areas stretching north to Sausalito Drive and Briggeman Drive on both sides of Los Alamitos Boulevard. Council directed Staff to move forward on establishing time limits for formal consideration by the City Council. The decision to establish Time Limited Parking came after nearly 18 months of consideration and outreach.
Development Services Director Mendoza summarized the Staff report, referring to the information contained therein.

Parking Enforcement Officer Eddie Esquivel provided information about frequent problem areas and encounters with the violators.

The Traffic Commission and Staff discussed the existing conditions and quantitative history of citations in the frequent problem areas.

Speaker, Kathi McNally, provided her experience with the parking issue at the medical center where she was asked to park on the street rather than in the designated parking area.

Development Services Director Mendoza indicated that Staff will produce a report which will summarize calls received since September 2016 to date, concerning this matter; in addition, the input provided by Commissioners will be included.

The Traffic Commission and Staff discussed that decisions made by the Commission serve as recommendations for the City Council in making final decisions.

Motion/Second: Emerson/Rodman
Unanimously Carried (7/0): The Traffic Commission recommends changing the parking time-limit outside of McNally Lighting from four hours to twenty-four minutes to the Council. Removal of the pole located outside of the business is dependent on whether or not that may potentially violate a law.

C.  “Traffic Engineering 101”
Traffic Engineer Farhad Iranitalab requested this item be moved to the next Traffic Commission meeting.

Chair Patz continued the item to the next Traffic Commission meeting.

D.  Traffic Commission Log
The Status Log is used to track the assignments that come our way. It is also an opportunity for the Commissioners to assign work to the Traffic Engineer.

The Traffic Commission and Staff reviewed the Traffic Commission Log.

Commissioner Hill requested the light at Florista Avenue heading northbound on Los Alamitos be included. There is a heavy amount of traffic as a result of the poor synchronization on Katella Avenue from Bloomfield Avenue to the 605 freeway.
The Traffic Commission and Staff discussed the status of various items on the status log list.

7. TRAFFIC COMMISSION INITIATED BUSINESS
The Traffic Commission and Staff briefly discussed the correspondence received from Mr. David Kalish regarding his traffic light concerns at Los Alamitos Boulevard and Katella Avenue.

Community Development Director Steven Mendoza stated that he received a call concerning the intersection of Catalina Avenue and Walnut Avenue (east and westbound) that is lacking a four-way stop.

Motion/Second: Seaman/Hill
Carried 6/0/0 (Emerson abstained): The Traffic Commission moved to add this item to the Agenda for the next Traffic Commission meeting.

Traffic Commissioner Hill shared a suggestion he received about proposing a “scramble” like crosswalk at the intersection of Cerritos Avenue and Los Alamitos Boulevard. Traffic Engineer Farhad Iranitalab stated that it would be added to the list for follow-up discussion.

Commissioner Mejia mentioned various intersections that are lacking proper street lighting. A list was provided so that the Traffic Engineer can follow-up and address accordingly.

The Traffic Commission discussed the traffic impact as a result of the development of the approved Village 605.

Speaker Douglas Smith expressed concern over Rossmoor residents not having input in the process.

8. ADJOURNMENT
The Traffic Commission adjourned at 9:34 p.m.

________________________________________
Daniel Patz, Chair

Attest:

________________________________________
Michelle Müller, Department Secretary
To: Chair Patz and Members of the Traffic Commission

From: Farhad Iranitalab, Traffic Engineer

Subject: “Traffic Engineering 101”

Summary: Discussion regarding Traffic Engineering and its function within a Community.

Recommendation: Receive and file.

Background

The City of Los Alamitos Council have selected three new members to serve on the Traffic Commission. Staff would like to take this opportunity to introduce the commissioners the function and responsibilities of traffic engineering.

Discussion

Traffic Engineering is a branch of civil engineering that uses engineering techniques to achieve the safe and efficient movement of people and goods on roadways. It focuses mainly on research for safe and efficient traffic flow, such as road geometry, sidewalks and crosswalks, cycling infrastructure, traffic signs, pavement markings and traffic lights.

Attached you will find the description of the following subjects that will help the commission in dealing with public requests:

1. Stop Signs and Proper Use
2. Crosswalks and Proper Use
3. Speed Limit Signs
4. Traffic Signals
5. Pedestrian Signals

Submitted By: Farhad Iranitalab, Traffic Engineer

Attachment 1: Brochure regarding traffic signs, road markings, and street lights
Stop signs

A Stop sign is one of the most valuable and effective traffic safety devices, when used at the right place and under the right conditions. However, stop signs placed at intersections where they are not needed can create a dangerous situation and diminish the effectiveness of other signs.

Why should a stop sign be installed?

Stop signs should be used to:

- Designate who has the right of way at an intersection.
- So the least number of vehicles have to stop.
- Preserves the expectation of drivers at intersections.

Do stop signs always increase safety?

National studies have shown that accident rates increase at intersections where stop signs have been installed where circumstances did not justify the installation.

Reasons for this include:

- Drivers ignoring what they perceive to be an unnecessary stop sign
- Too many stop signs along a roadway
- Pedestrians believing that vehicles will always stop at a stop sign

Will stop signs slow or divert traffic?

Traffic studies and experience have shown that using additional stop signs to redirect traffic often creates worse problems.

- Most traffic is on a street by choice and the installation of a stop sign will not cause the traffic to reroute itself.
- At unwarranted stop signs, where the motorists are not certain why the sign has been installed, the compliance is poor.

Children’s safety

Installation of a stop sign does not improve safety or provide a secure or safe haven for children to play. Children should be actively discouraged from playing in or directly adjacent to any street.

If a new stop sign is not appropriate, what can be done to improve the safety of an intersection?

- Trim bushes to improve visibility.
- Installation of no parking signs at an intersection may be helpful.
- Additional police enforcement
What are Crosswalks?

- A crosswalk is a designated point on a road at which some means are employed to assist pedestrians wishing to cross.

- They are designed to keep pedestrians together where they can be seen by motorists, and where they can cross most safely.

- Marked crosswalks are installed to clearly define a path for pedestrians to cross the street. Crosswalks often have signs or traffic signals supporting them and controlling traffic or warning drivers that someone might be crossing.

Where are marked pedestrian crosswalks installed?

- Where pedestrians may not otherwise recognize the proper place to cross.

- Where there are 20 or more pedestrians crossing at an intersection in 1 hour.

- At intersections within an approved School Walking Route.

Who has the right of way?

- Pedestrians have the legal right of way when they are in a marked crosswalk on roads with a speed limit of 35mph or less. You should always remember to be cautious as some drivers may not be paying attention.

- If you are not sure if you are seen or recognized by a motorist, you should wait for a safe opportunity to cross a street.

- Crosswalks are not safety devices and are used to assist and direct pedestrians along the safest route rather than to 'stop' traffic.

Vehicles at crosswalks

- Don't block crosswalks at intersections.

- Yield to pedestrians.

- If there is no stop sign or stop signal and no one in the crosswalk it is not necessary to stop.

Take safety into your hands:

- Cross at intersections.

- Wait for a gap in traffic.

- Always obey a traffic signal.

- Look both ways before crossing.

- Watch for turning vehicles.

- Make eye contact with the driver of an approaching vehicle before proceeding.

- Do not assume the driver can see you.

- Wear reflective clothes at night.

- Do not text or talk on your cell phone when crossing.

- Do not weave in and out of cars.

- Do not step into traffic from behind an obstruction or between vehicles.

Jaywalking

When you jaywalk, you aren’t just breaking the law and obstructing traffic, you’re also endangering yourself by not using these traffic control devices that are there to help you cross the street safely.
SPEED LIMITS

Speed limits provide motorists with information that will facilitate the safe flow of traffic under normal conditions. They are established based upon thorough traffic engineering criteria, not set on casual observations or uninformed opinion.

What factors are considered?
Traffic engineers examine many traffic and road conditions to determine speed limits. These include:
- roadway classification
- accident history
- vehicle speed
- number of vehicles, pedestrians and bicycles

Also considered are the physical features of the road such as:
- sidewalks
- curves
- driveways
- intersections
- traffic control

Why not simply post a lower speed limit and have the police enforce it?
Posting speed limits lower than the 85th percentile speed does not result in voluntary motorist compliance with the posted speed limit unless there is continuous, visible enforcement.

Most drivers drive 5 to 10 mph over the speed limit. Why not establish the speed limit with this in mind?
While some people drive faster than the speed limit, this is not true of everyone. Experience shows that 85% of the drivers adhere to properly established speed limits.

This is the 85th percentile speed. It is the speed at, or below which, 85% of the traffic moves. Police officers can then target their speed enforcement efforts at the 15% of drivers who do not obey the speed limit. When enforcement is directed at these drivers, voluntary compliance increases, resulting in a lower percentage of violators.

Can speed enforcement be effective when limited to a small portion of the drivers?
When the majority of drivers respect the posted speed limit, enforcement can be directed at drivers who exceed the speed limit. When enforcement is directed at these drivers, voluntary compliance increases, resulting in a lower percentage of violators.

Is a lower speed limit always safer?
No, lower speed limits do not necessarily improve safety. The more uniform the speeds of vehicles in a traffic stream, the less chance there is for conflicts and crashes.

Posting speed limits lower or higher than what the majority of drivers are traveling produces two distinct groups of drivers:
- People attempting to observe the limit.
- People driving at the speed they feel is reasonable.

These differences in speeds may result in increased crashes due to tailgating, improper passing, reckless driving and weaving from lane to lane.

Why wait until someone is seriously injured or killed before anything is done about speeding?
After a serious crash, speeding is often assumed to be the cause. This may not always be true. While crash experience is one of the factors considered in establishing speed limits, it is not the only one - or even the major one. The prevailing 85th percentile speed is a primary factor used to establish a proper speed limit, even if there have been no crashes.
Traffic Signals

The City of Los Alamitos has 21 traffic signals to help traffic move safely, orderly and efficiently. They also prevent dangerous angle crashes and give pedestrians safe gaps in traffic to cross the street.

Right Turns on Red

Unless there is a sign that says “No Right Turn on Red”, vehicles are allowed to make a right turn on a red signal.

How does a traffic signal detect vehicles?

Los Alamitos uses two kinds of detection: loop detectors and video detection.

Loop detectors are wire loops buried in the road. They use magnetic fields to detect the metal inside vehicles. The loops overlap the stop bar and only detect vehicles directly above them.

Video detection uses closed-circuit cameras. The signal controllers monitor the video feeds from these cameras. Software is programmed to sense vehicles stopped inside detection zones in the picture. The feeds are not recorded and no one watches them.

How do Traffic Signals Work?

Every signal has a specialized computer called a controller that operates it based on three factors:

- **Timing** that City staff gives it based on lanes, traffic volumes, and coordination with other signals.
- **Detection** that senses waiting vehicles.
- **Preemption** that lets emergency vehicles force the signal to turn green for them and red for everyone else.

These factors tell the controller how often to cycle between green, yellow, and red. Controllers are kept in metal cabinets near their signal. Every cabinet also has a malfunction monitoring unit to make the signal start flashing if there is a problem. A flashing signal keeps the intersection operating safely until City staff can repair the controller.

Be Alert! for pedestrians and turning vehicles
What do the Symbols Mean?

Pedestrian signals have three modes:
**STEADY PEDESTRIAN DISPLAY**
**FLASHING HAND DISPLAY**
**STEADY HAND DISPLAY**

Steady Pedestrian Display:
Step off the curb, stay in the crosswalk and head directly across. Make sure to watch for vehicles that may be turning into and across the crosswalk. Although you have the right-of-way, an inattentive motorist may fail to yield as the law requires. The **PEDESTRIAN** symbol is only on long enough to get a person started across the street and is not intended to be on long enough for a pedestrian to completely cross the street.

Flashing Hand Display:
While you are in the crosswalk, the pedestrian signal will change to a flashing hand in orange. You will have enough time to finish crossing.

If you have not started crossing, wait until the next WALK signal because you will not have enough time to safely cross the road.

Audible Signals
Some intersections have audible pedestrian signals to help visually impaired people know when to cross. In Virginia Beach, they make three sounds depending on the location - chrip, cuckoo, or tap.

Crossing Safely
Following these **FOUR STEPS** will help you cross a street safely. And remember, always check for on-coming traffic before you step into the crosswalk!

- **Step 1: PUSH BUTTON**
  - Push the button, for the street you wish to cross, in order for the **PEDESTRIAN** display to appear.

- **Step 2: PEDESTRIAN DISPLAY**
  - When you see the **WHITE PEDESTRIAN** display:
    - WATCH for turning vehicles.
    - Then start to **CROSS THE STREET**.
    - STAY within the crosswalk as you continue to cross.
    - Right & Left Turning Vehicles should **YIELD** to pedestrians crossing the road - HOWEVER, BE A CAUTIOUS WALKER.

- **Step 3: FLASHING DISPLAY**
  - When you see the **ORANGE FLASHING HAND or countdown display**:
    - **CONTINUE CROSSING** the street if you have started walking. The flashing HAND or countdown display will give sufficient time to finish crossing the street based on the average walking speed.
    - If you have not started crossing, push the button and **WAIT** for the next walk display.

- **Step 4: STEADY DISPLAY**
  - When you see the **STEADY ORANGE HAND display**:
    - There should not be any pedestrians in the crosswalks; you should have finished crossing the street.
    - **DON’T STEP INTO THE STREET.**

Pedestrian Signal Safety Tips

- If there is a Pedestrian Push Button at the crosswalk, be sure to use it.
- Stay in the crosswalk.
- Walk quickly, but do not run.
- Be aware of vehicles around you.
- Never assume that a driver sees you in the crosswalk, or as you are stepping into the roadway.
- Use extra caution at traffic signals where there are no pedestrian signals to be sure you cross at the proper time.
- An adult should accompany children across the street whenever possible.
- Teach pedestrian safety to your children.
- Right & Left Turning Vehicles should **YIELD** to pedestrians crossing the road - HOWEVER, BE A CAUTIOUS WALKER.
- The flashing HAND or countdown display will give sufficient time to finish crossing the street based on the average walking speed.
To: Chair Patz and Members of the Traffic Commission

From: Steven A. Mendoza, Development Services Director

Subject: Traffic Commission Status Log

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

Recommendation: Receive, file and revise as necessary.

Background

The attached Status Log is used to track the assignments that come our way. It is also an opportunity for the Commissioners to assign work to the Traffic Engineer.

Submitted By: Steven A. Mendoza, Development Services Director

Attachment: Status Log
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>DATE INITIATED</th>
<th>REQUESTED BY</th>
<th>COUNCIL OR STAFF</th>
<th>TAKEN TO</th>
<th>C.C.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Install 4-way stop signs at 4-way stop intersections.</td>
<td>Jul-15</td>
<td>J. Wilhelm</td>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>Farquhar/Los Alamitos Alley Study</td>
<td></td>
<td>Emerson/Mejia</td>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>No Left Turn sign by the Post Office on Reagan St</td>
<td>Jun-15</td>
<td>D. Patz</td>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>Katella/Cherry crosswalk on East side of Katella - move to west side.</td>
<td>Jun-15</td>
<td>J. Mejia</td>
<td></td>
<td>Completed - Put on 7-yr CIP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>Extend signal time for cars crossing Katella @ Walnut/Wallingford</td>
<td>Apr-June-15</td>
<td>Lindsey</td>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>Repaint arrows at bus pad on Katella @ Walnut</td>
<td>Apr-15</td>
<td>J. Mejia</td>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>3-Way Stop Sign @ Cherry St &amp; Catalina St</td>
<td>Jan-13</td>
<td>J. Wilhelm</td>
<td>May-15</td>
<td>Jun-15</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>A-</td>
<td>Consider options for widening Civic Center Dr</td>
<td>Jan-14</td>
<td>J. Mejia</td>
<td></td>
<td>Included in development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Upgrade fork-lift crossing on Catalina</td>
<td>Jan-16</td>
<td>J. Mejia</td>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| B    | Recommendations Approved & Pending Implementation |  |  |  |  |  | |

| B-   | Modifications to Katella/Wallingsford-Walnut for school ped safety | Jul-15 | Rossmoor HOA | Possibly Council | Nov-15 | Conducting follow-up | |

| C    | Recommendation Denied |  |  |  |  |  | |

| D    | Items Pending Consideration - Traffic Commission |  |  |  |  |  | |

| E    | Items Pending Consideration - City Council |  |  |  |  |  | |

| E-   | Piggy-back on Seal Beach Bl signal synch OCTA program for Los Alamitos Bl | Jan-16 | D. Emerson | Council | Mar-16 | On proposed 7-yr CIP (unfunded) | |
| E-   | Parking Revision 10732 Los Alamitos Boulevard in Front of McNally Back to 24 Min. Zone. | Feb. 7 | Commission | Council | Mar-17 |  | |

| F    | Traffic Commission Initiated Items - Engineering |  |  |  |  |  | |

<p>| F -  | Modify pedestrian signal/sign for NB right turns - East leg Bloomfield &amp; Katella | Jan-14 | J. Wilhelm | Staff |  | Under surveillance to determine the solution. | |
| F -  | Address sight distance for driveways on S/S Katella - Reagan to Cherry | Mar-16 | J. Wilhelm | Possibly Council |  | Under observation. No further action required at this time | |</p>
<table>
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<th>TAKEN TO</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-5</td>
<td>Remove parking spaces on S/S Catalina opposite Trend docks</td>
<td>Mar-16</td>
<td>J. Mejia</td>
<td>Possibly Council</td>
<td>T.C. C.C.</td>
<td>Requested to improve the signage to improve visibility for the fork lift operation.</td>
</tr>
<tr>
<td>F-6</td>
<td>Move or upgrade mid-block crosswalk on Cherry s/o Florista</td>
<td>Mar-16</td>
<td>J. Mejia &amp; D. Patz</td>
<td>Possibly Council</td>
<td></td>
<td>Under observation. No further action required at this time</td>
</tr>
<tr>
<td>F-7</td>
<td>Bring the traffic study for Shea Properties Arrowhead to Commission</td>
<td>Mar-16</td>
<td>J. Mejia</td>
<td>Staff</td>
<td></td>
<td>Waiting for study to be submitted</td>
</tr>
<tr>
<td>F-8</td>
<td>Remove school signs for Laurel HS, which is closed</td>
<td>Nov-15</td>
<td>D. Patz</td>
<td>Staff</td>
<td></td>
<td>Confirmed - Staff will remove</td>
</tr>
<tr>
<td>F-9</td>
<td>Remove &quot;left over&quot; limit line at Farquhar/Pine (from Keep Clear)</td>
<td>Jun-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>Limit lines and Pavement Marking to remain per TC meeting 6/9/16. No Action needed</td>
</tr>
<tr>
<td>F-10</td>
<td>Remove &quot;Keep Clear&quot; on Farquhar at Cherry</td>
<td>Mar-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>No further action required at this time</td>
</tr>
<tr>
<td>F-11</td>
<td>Street name signs at Los Alamitos Bl/Florista—the paint/vinyl pealing off</td>
<td>Jan-16</td>
<td>J. Seaman</td>
<td>Staff</td>
<td></td>
<td>Part of Citywide replacement</td>
</tr>
<tr>
<td>F-12</td>
<td>Replace speed bumps in alley - poor condition</td>
<td>Jan-16</td>
<td>J. Mejia</td>
<td>Staff</td>
<td></td>
<td>Ordering new ones</td>
</tr>
<tr>
<td>F-13</td>
<td>Vehicles in N/bound left turn lanes on Los Alamitos at Katella back up into thru lane</td>
<td>Jan-16</td>
<td>D. Emerson</td>
<td>Council</td>
<td></td>
<td>Reviewing - Would likely require capital improvements</td>
</tr>
<tr>
<td>F-14</td>
<td>Add red curb for sight distance on Katella for n/bound Bloomfield</td>
<td>Mar-16</td>
<td>D. Emerson</td>
<td>Possibly Council</td>
<td></td>
<td>Under observation. No further action required at this time</td>
</tr>
<tr>
<td>F-15</td>
<td>PT/P Study to downgrade fully protected operation for Rosmoor Way/Los Alamitos TS and Bradbury/Los Alamitos TS S/B and N/B directions</td>
<td>Jun-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>No further action required at this time</td>
</tr>
</tbody>
</table>

Los Alamitos Blvd @ Farquhar Safety Light Out
Los Alamitos Blvd @ Katella, Safety Light Cycling
Los Alamitos Blvd @ Florista, Safety Light Out
Los Alamitos Blvd @ Cerritos, Illuminated Street Name Dark
Cerritos Avenue @ Los Al H.S, ISNS is Out
Cerritos Avenue @ Humboldt, ISNS is Out
Cerritos Avenue @ Bloomfield, Safety Light Out

Katella Ave @ Lexington, Safety Light Out
Katella Ave @ Noel, ISNS is Out
Katella Ave @ Bloomfield, Safety Light Out
Katella Ave @ Cherry, ISNS is Out

Repair Completed on 2/15/17
Repair Completed on 2/15/17
To: Chair Patz and Members of the Traffic Commission

From: Farhad Iranitalab, Traffic Engineer

Subject: Request for a “Four-Way” Stop at the intersection of Catalina Street and Walnut Street

Summary: Concern has been expressed by residents near the intersection of Catalina Street and Walnut Street regarding the need for improved traffic safety near this area. A request was made to install a “Four-Way” stop at Catalina Street and Walnut Street intersection within Old Town West neighborhood.

Recommendation: It is recommended that the Commission direct the Traffic Engineer to evaluate the installation of a “Four-Way” stop at Catalina Street and Walnut Street within the Old Town West Area and send out notices to tenants and property owners within 500 feet of the intersection.

Background

Concern has been expressed regarding the intersection of Catalina Street and Walnut Street pertaining to the need for improved traffic safety. Currently, a “Two-Way” stop exists wherein all other intersections within the Old Town West Grid are “Four-Way” stops.

Discussion

As customary, it is appropriate for the Commission to assign the task to the City’s Traffic Engineer before he begins studying the request. Although staff mentioned this item during the February 8, 2017 Commission meeting, it was not an agendized item for consideration.