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

TRAFFIC COMMISSION
REGULAR MEETING
Wednesday, January 08, 2020 – 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.

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 Hill
Vice Chair Patz
Commissioner Coxhill
Commissioner Mejia
Commissioner Rodman
Commissioner Singer
Commissioner West

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. TRAFFIC COMMISSION REORGANIZATION
A. Annual Traffic Commission Reorganization
This report provides relevant information for the Traffic Commission’s annual reorganization, by the election of the Chair and Vice Chair.

Recommendation: It is recommended that the Los Alamitos Traffic Commission nominate and elect:
   1. Chair
   2. Vice Chair

6. APPROVAL OF MINUTES
A. Approve the Minutes for the Regular Meeting of November 13, 2019

7. STAFF REPORTS
A. Petition for Speed Humps in Old Town West – Update
On August 5, 2019 the City received a petition signed by 98 residents and two postal carriers. The residents live on Walnut Street, Oak Street and Chestnut Street. Traffic volumes on these streets range from 1,600 to 3,200 cars per day. Following the August 5th meeting, a speed survey was ordered and conducted in the neighborhood and the results were presented to the Traffic Commission during the October 9, 2019 meeting. A second speed survey is in process in order to confirm the findings of the first study.

Recommendation: Currently, City staff does not recommend installing speed humps on public streets. Over the last few months the Police Department has increased patrols in the area and will be prepared to further discuss results from the patrols during the January Traffic Commission meeting. Results of the speed surveys and a recommendation by City staff will be made to the Traffic Commission in February after the second speed survey is complete and the data is analyzed.

B. Traffic Commission Status Log
This is a tracking tool used by the Commission to track assignments and accomplishments.

Recommendation: Receive, file, and revise as necessary.

8. ITEMS FROM THE DIRECTOR/CITY ENGINEER

9. 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.

10. 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 2nd day of January, 2020

Maria Veronica M. Enciso, Department Secretary
MINUTES OF TRAFFIC COMMISSION MEETING
OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – November 13, 2019

1. CALL TO ORDER

The Traffic Commission met in Regular Session at 7:01 p.m. on November 13, 2019 in the Council Chamber, 3191 Katella Avenue, Los Alamitos, California, Chair Hill presiding.

2. ROLL CALL

Present: Commissioners: Chair Hill
Vice Chair Patz
Mejia, Coxhill, Singer, and West

Absent: Rodman (excused)

Present: Staff: Dave Hunt, City Engineer
Chris Kelley, Assistant City Engineer
Farhad Iranitalab, Traffic Engineer
Brent Malatesta, Sergeant
Maria Veronica Enciso, Department Secretary

3. PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Commissioner West.

4. ORAL COMMUNICATION
Chair Hill opened the meeting for Oral Communications.

Resident Steven expressed his concern of the Taco Surf signage near his home and the parking problem in his neighborhood.

5. APPROVAL OF MINUTES
A. Approve the Minutes for the Regular Meeting of October 09, 2019

Motion/Second: Patz/Coxhill
Carried 6/0 (Rodman absent): The Traffic Commission approved the minutes of the Regular meeting of October 9, 2019.

6. STAFF REPORTS
A. Request to Remove Permit Parking from the Carrier Row Neighborhood
Residents in the Carrier Row Neighborhood have submitted three separate petitions requesting the removal of the permit parking on Langley Drive, Saratoga Drive and Green Avenue. The submitted petitions from residents on all identified streets meet the minimum 75% petition approval needed.
Assistant City Engineer Kelley summarized the staff report.

Commissioner Mejia expressed what has been discussed is in line with what was said in previous years and that he is thankful that this process will now be going to the City Council.

Commissioner Singer noted that if the Traffic Commission is perfectly clear and comfortable with why parking permit signs were installed, the cost of the removal, and are aware of any consequences then he would not have a problem with moving forward with the removal.

Chair Hill commented that the neighborhood do not need permit parking and have not needed it for a long time.

Vice Chair Patz clarified that the request was made by the residents in form of a petition of 75% or greater by the residents in the particular area and they have the right to remove the parking permit program.

The Traffic Commission and City Engineer Hunt discussed the following:
- Cost of the removal being minimal, below $500.
- No additional cost to remove the signs as it is part of the normal duties of the City staff.
- Next steps of the permit parking removal process: go to the December City Council meeting for approval along with New Dutch Haven Neighborhood, then the removal of the signs by Public Works.

Motion/Second – Mejia/Patz
Carried 6/0 (Rodman Absent): Motion to remove the parking permit program in the Carrier Row neighborhood and recommend to City Council of the entire neighborhood which includes the following streets: Langley Drive, Saratoga Drive, and Green Avenue.

Chair Hill took a quick break to thank the audience for joining the meeting. The audience that attended were students observing for school.

B. Request to Install Right Turn Lane on Cerritos Avenue East of Los Alamitos High School Intersection
The City received a request to install a right-turn lane on the north side of Cerritos Avenue to the east of the high school entrance to facilitate the right-turn onto the Los Alamitos High School.

Traffic Engineer Iranitalab summarized the staff report.
Commissioner Coxhill asked and received clarification by Traffic Engineer Iranitalab that staff has not contacted the school or the district in regards to this topic.

Vice Chair Patz asked and received clarification from Chair Hill that this topic was brought up at a City budget meeting.

Commissioner Coxhill expressed that having the right turn lane would make the lanes clearer, but not sure that it would ease up the congestion of pickup and drop off in the area.

Traffic Engineer Iranitalab explained that it would deter those to park at that area and improve the flow of traffic.

Vice Chair Patz expressed that installing a dedicated right turn lane will increase rather than impede traffic flow.

Traffic Engineer Iranitalab clarified that most people who drive along the red curb intend to go straight [on Cerritos Avenue] and not turning into the high school.

City Engineer clarified that if this is approved, City staff will discuss this with the school district.

Vice Chair Patz and Traffic Engineer Iranitalab discussed the cost for the striping and two arrows.

Commissioner Singer shared his concern of traffic flow of vehicles driving away from the curb going east of the new turn lane trying to get into the line of traffic.

Traffic Engineer Iranitalab clarified that the speed is going to be slower because drivers will be queuing.

Vice Chair Patz added to Traffic Engineer Iranitalab’s statement, that the curb is already red and there will be raised markers. He doubts that having a dedicated right lane will have much of an issue.

Sergeant Malatesta clarified that the enforcement activity is to ensure safety. So having signage, for example the striping and arrows for the dedicated right lane, this would provide people direction and structure.

Chair Hill shared another aspect to the complaint of vehicles.

Commissioner Mejia and Traffic Engineer Iranitalab discussed one signage stating “Right Turn Only” and the distance being 50 feet inside the right lane.
Commissioner Mejia spoke regarding a byproduct of the right turn lane during afternoon pickup which would move pickup to the west of the high school driveway entrance.

Brent shared that speed and not obeying signs are literal traffic collision things, and that the enforcement of signs is a quality of life issue.

Motion/Second: Patz/Singer
6/0 (Rodman absent): Motion to direct staff to install a right turn lane on Cerritos Avenue east of the Los Alamitos High School main entrance.

C. Traffic Commission Status Log
This is a tracking tool used by the Commission to track assignments and accomplishments.

Commissioner Singer discussed the following:
- Item F13 – Update on the item
- Item F15 – Clarification of the remarks

C. ITEMS FROM THE DIRECTOR/CITY ENGINEER

Assistant City Engineer Kelley answered the question Chair Hill asked via email to City Staff of the nine (concrete) speed humps that would be put in place at Old Town West. The amount would be approximately $45,000 ($5,000 each hump) then $5,000 to make the plans to total $50,000.

The Traffic Commission begun discussing the topic about speed humps at Old Town West to which City Engineer Hunt clarified that this issue will be brought back to the Traffic Commission meeting in January 2020.

D. TRAFFIC COMMISSION INITIATED BUSINESS

Commissioner Mejia discussed the following:
- Asked for an update of the street sign replacements.
- Observed more traffic due to the new Starbucks at Winners Circle.
- Observed in the morning time of cars making a prohibited left turn out of the Potholder parking lot.
- Trash in the alley of Katella Deli being overfilled.

Commissioner Singer added that the wall at Katella Deli is deteriorating.

Vice Chair Patz and Chair Hill discussed having the Traffic Commission review the minutes, completed by the Department Secretary, prior to the meeting in order to have any grammatical and spelling issues fixed. In addition, to ensure that the documented minutes do not change the meaning of what was said.
Vice Chair Patz discussed the following:
- Repaving schedule of the Pavement Rehabilitation in the Greenbrook neighborhood and Little Cottonwood Park.
- Commission Holiday Dinner on December 12.
- At the January meeting, there will be a Traffic Commission reorganization.

City Engineer Hunt shared that the December Traffic Commission Meeting will be cancelled.

E. ADJOURNMENT
Motion/Second: Singer/Patz
Carried 6/0: The Traffic Commission unanimously voted to adjourn the meeting until December 11, 2019.

The Traffic Commission adjourned at 7:58 p.m.

__________________________
Randall Hill, Chair

Attest:

__________________________
Maria Veronica Enciso, Department Secretary
City of Los Alamitos
TRAFFIC COMMISSION AGENDA REPORT

MEETING DATE: January 8, 2020          ITEM NUMBER: 5A

To:                  Chair Hill and Members of the Traffic Commission
Presented By:        Chris Kelley, City Engineer
Subject:             Annual Traffic Commission Reorganization

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

RECOMMENDATION
It is recommended that the Los Alamitos Traffic Commission nominate and elect:
   1. Chair
   2. Vice Chair

BACKGROUND
The City’s Municipal Code requires that the Traffic Commission select a Chair and a Vice Chair at their regular meeting in January. The City's Municipal Code reads as follows.

"2.48.050 Officers—Election and vacancy.
   A. The officers of the Traffic Commission shall consist of a Chairman, a Vice Chairman and a Secretary. The Chairman and Vice Chairman shall be elected annually at the first regular meeting in the month of January, and shall hold office for a term of one year or until a successor is duly elected and qualified. Election shall be by a majority vote cast by those commissioners present and voting at the meeting at which the election is held. Officers shall assume office immediately."

DISCUSSION
After convening the item, procedure calls for the Chair to temporarily relinquish the Chair to the Secretary in order that election for the Office of Chair may be conducted. The newly-elected Chair would then conduct the election for the Office of Vice Chair. A second is not required for nominations and nominations will be considered in the order received if more than one Commissioner is nominated.
As a reminder, the Commissioner’s terms are as follows:

<table>
<thead>
<tr>
<th>Members</th>
<th>Appointment</th>
<th>Exp. Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Christine Coxhill</td>
<td>February 2018</td>
<td>December 2020</td>
</tr>
<tr>
<td>Antoinette West</td>
<td>December 2017</td>
<td>December 2020</td>
</tr>
<tr>
<td>Daniel Patz</td>
<td>January 2013</td>
<td>December 2022</td>
</tr>
<tr>
<td>Elliot Singer</td>
<td>December 2016</td>
<td>December 2022</td>
</tr>
<tr>
<td>Javier Mejia</td>
<td>January 2013</td>
<td>December 2022</td>
</tr>
<tr>
<td>Randall Hill</td>
<td>December 2016</td>
<td>December 2022</td>
</tr>
<tr>
<td>Sallie Rodman</td>
<td>December 2016</td>
<td>December 2019</td>
</tr>
</tbody>
</table>
City of Los Alamitos
TRAFFIC COMMISSION AGENDA REPORT

MEETING DATE: January, 2020
ITEM NUMBER: 7A

To: Chair Hill and Members of the Traffic Commission
Presented By: Chris Kelley, City Engineer
Subject: Petition for Speed Humps in Old Town West - Update

SUMMARY

On August 5, 2019 the City received a petition signed by 98 residents and two postal carriers. The residents live on Walnut Street, Oak Street and Chestnut Street. Traffic volumes on these streets range from 1,600 to 3,200 cars per day. Following the August 5th meeting, a speed survey was ordered and conducted in the neighborhood and the results were presented to the Traffic Commission during the October 9, 2019 meeting. A second speed survey is in process in order to confirm the findings of the first study.

RECOMMENDATION

Currently, City staff does not recommend installing speed humps on public streets. Over the last few months the Police Department has increased patrols in the area and will be prepared to further discuss results from the patrols during the January Traffic Commission meeting. Results of the speed surveys and a recommendation by City staff will be made to the Traffic Commission in February after the second speed survey is complete and the data is analyzed.
BACKGROUND

On August 5, 2019, the City received a petition signed by 98 residents and two postal carriers. Residents live on Walnut Street, Oak Street, and Chestnut Street. In this area, there are approximately 600 residential units. Of the 98 signatures 16 have the same last name and list the same address. Therefore, 82 residences are identified, which represents approximately 14% of the total residences.

The petition identifies concern with speeding vehicles who are also not observing the posted stop signs. As a result, they are requesting of the City to install speed bumps on the noted streets. The petition statement reads as follows:

This petition is for the city to address the problem of traffic speeding through our neighborhood on a daily basis. The highest traffic hours are 7am-8:30am, 1pm-3pm & 4:30pm-7pm, Mon-Fri. We are located between Katella Ave., Sausalito St., Oak St. and Los Alamitos Blvd. A large percent of this traffic is not only driving well above the speed limit, they are not stopping at any of the posted stop signs. Now our neighborhood also has to deal with semis and work trucks speeding down Walnut St. to and from the Sausalito Construction Site.

Several of our residents, their children, postal workers, delivery people and pets have had close calls with traffic. It’s hard to cross the street when no one is stopping. So, before any person or pet gets hit or property damage occurs, we are asking that our city insure the safety of its residents, by installing speed bumps. Installing them between every stop sign in our neighborhood would slow the traffic down and possibly deter them from cutting through our neighborhood at all.

A number of us have expressed our concern to the Police Department, but they don’t have enough officers to have someone patrol on a daily and regular basis.

We know our city cares about the safety of the residents and we look forward to the installation of these speed bumps in a timely manner. We thank the city in advance for its expedience in resolving this safety issue.

Staff provided an update on review of the traffic conditions during the October 9, 2019 meeting. This included providing results from a speed survey conducted in September. After further review of the speed survey and concern raised over the information gathered possibly being impacted by the Police Department placing “ghost” patrol cars in the neighborhood, it was decided that a second speed survey was needed. This survey is scheduled to occur during the second week of January. In addition, police patrols of the neighborhood have increased, particularly during peak hour traffic periods, in an effort to observe conditions and enforce traffic laws. Staff will be prepared to further discuss the patrol efforts during the meeting, should Commissioners wish to hear additional information or discuss.
HISTORY
It is important to note that this is not the first time that the City has considered the use of speed humps. As a result of resident concerns with speeding vehicles, the City installed, and subsequently removed, speed humps in the Carrier Row neighborhood back in the 1970’s. The removal was apparently due to complaints received from residents after the speed humps were installed.

In July 2001, a staff report recommending the feasibility of adopting a speed hump policy to control traffic circulation in residential streets was taken to City Council. At that time staff was directed to spend up to $5,000 to conduct a study. However, on August 27, 2001, the City Council subsequently rescinded that vote.

The Traffic Calming Study and Implementation Plan for the City, (December 2004, Page 22), cites the City Council’s decision not to develop guidelines or procedures for the use of speed humps in the City. Therefore, speed humps are not generally used in the City of Los Alamitos. Furthermore, a recent communication from the Orange County Fire Authority (OCFA) (Attachment 2) indicates they do not look favorably on speed humps; however, the OCFA does evaluate each request in the localized area as to the impacts to their emergency response times.

GUIDELINES FOR SPEED HUMPS
The City does not have any speed data for the identified streets. The City does have Average Daily Traffic Volumes on the street below counted in 2015.

- Oak Street from Katella Avenue to Florista Street = 3,300
- Walnut Street from Katella Avenue to Florista Street = 2,500
- Chestnut Street from Katella Avenue to Florista Street = 1,600
- Florista Street from Oak Street to Los Alamitos Boulevard = 3,100
- Sausalito Street from Oak Street to Los Alamitos Boulevard = 2,700

The Police Department’s records show that there were 249 service related calls in Old Town West between January 1, 2019 and August 1, 2019. Of those 249 service related calls, there were 21 traffic stops (self-initiated - various related offenses); 45 patrol checks (self-initiated) and only three calls for service related to speeding vehicles.

The group of residents are asking for the installation for speed humps. A speed hump is recognized in the Manual of Uniform Traffic Control Devices (MUTCD) as an acceptable traffic control device in the State of California. In fact, some local agencies in Orange County have installed them on public streets. Speed humps are different than speed bumps. Speed bumps are generally found in shopping center parking lots and may cause a vehicle to experience a sharp jolt; speed humps on public roadways are designed to provide a smoother, although in some cases uncomfortable, ride.

STEPS TO IMPLEMENTATION
Providing that there is sufficient neighborhood concern for a traffic problem, there are a series of steps that would need to be completed prior to installation of a speed hump.

Petition for Speed Humps in Old Town West
January 08, 2020
Page 3
These steps include information gathering, traffic counts, collision reports, speed profile data and an inventory of existing conditions.

Once the above data is analyzed, it would be compared to criteria set by the City. This criteria can include a certain minimum of 85th percentile speed that is sustained over a given amount of time and reported collisions that can be identified as being caused by unsafe speeds.

Following the collection of data, identifying the problem(s), and developing potential solutions, many agencies again will engage the residents in the findings and potential solutions. Most agencies include an incremental approach to resolving speeding problems by the utilization of signing, and passive and active enforcement approaches before considering installation of speed humps or cushions.

COMMUNITY INVOLVEMENT
The process of speed hump approval requires a residential petition process. By soliciting neighborhood involvement, it allows residents an opportunity to provide initial input. Although the amount of resident approval does vary by agency, most petitions indicate a 67 percent resident identification of a problem on a particular street. The 67 percent value is an arbitrary figure, which the City may wish to modify.

The installation of speed humps will generally impact a majority of the residents living along the roadway. Whether the residents are willing to live with that inconvenience to control a generally small number of violators is the reason to involve the entire neighborhood in the process of determining what action should be taken.

DATA COLLECTION
In many local agencies, a request for speed humps is based on excessive “speeding” whether perceived or actual. Collection of speed profile data over a 24-hour period will reveal the extent of speeding, and more importantly, it will identify the time and volume of speeding that allows for special enforcement during those peak periods. Roadway traffic volumes have a large bearing on speeding complaints as does the noise created by the roadway surface material and the traffic volume. This is true particularly when a large percentage of traffic is not related to the neighborhood it is passing through. Studies have shown that installation of speed humps may simply transfer the problem to impact adjacent residential roadways with diverted traffic.

Typical residential streets have generally been found to have an 85th percentile speed of about 31 to 35-MPH. A typical residential roadway has a daily traffic volume of 600 to 1200 vehicles per day. Generally, only two-lane roadways that have:

1) A volume of 800 to 1200 vehicles per day
2) Are longer than 800 feet
3) Have no controls such as stop signs
Roadways which serve public transit or are primary emergency response routes are not typically recommended for consideration of speed humps.

OTHER CONSIDERATIONS
There are pitfalls to the use of roadway design features particularly “speed humps” that can impact emergency vehicle response times, diversion of traffic, increased traffic noise and costs. Studies of emergency response vehicles, in response situations, show delays of 2 to 9+ seconds encountered at each speed hump depending on the type of emergency vehicle. Generally speeds are reduced near the speed hump installation although the speed can vary dramatically between speed humps as drivers become irritated or try to make up time lost. Also, some agencies have found that noise generated by the speed humps becomes a problem.

It should be noted that speed humps are not the only physical design feature available as there is a variation termed a “speed cushion”. Speed cushions are similar to speed humps with the exception that they have gaps over the width of a roadway making them more acceptable to emergency response vehicles. The speed cushions allow fire trucks to negotiate the roadway generally without slowing as they would for a speed hump.

CRITERIA FOR INSTALLATION
Criteria typically includes the following:

1. The roadway must not be more than one lane each direction and conform to CVC 515 definition – “Residential District”, prima facie speed of 25-MPH;
2. The roadway must have an uncontrolled, uninterrupted length of at least 800 feet and a daily traffic volume of no less than 800 vehicles.
3. Consider an 85th percentile speed of 35-MPH or more.
4. Adequate visibility can be provided at all potential speed hump locations.
5. Approval by all residents within 50 feet of potential speed hump location.
6. If, in the opinion of staff, the installation of speed humps will impact a parallel roadway the residents of that roadway shall be notified and the signature of those residents must be obtained as well. It shall be the responsibility of the applicant to obtain all of the needed signatures.

DISCUSSION
The City does not have formal guidelines for requesting speed humps in a neighborhood. City staff has recommended some guidelines above. Since only 14 percent of the residential units have signed the petition they are far below the recommended 67% needed to install speed humps. Also, during the six month period after the petition was given to the City, only three calls were received from residents saying speeding was an issue, but with the petition signed by 98 people that number is a lot higher. With that information City staff is not recommending speed humps at this time. A recommendation by City staff will be made to the Traffic Commission in February after the second speed survey is complete and the data is analyzed.
If the next step is a new petition, City staff will make a map of the area showing where speed humps will be required so residents can see if one is in front of their house/apartment.

**FISCAL IMPACT**

Installations of speed humps/cushions would require a substantial amount of funds. The ultimate restrictions to vehicle movements or the installation of speed humps/cushions are decisions that have to be approved by the City Council, since the roadways are public. The costs of implementing the solutions need to also be identified. Speed hump installations are estimated at $5,000 to $7,000 per hump and are generally placed at 300 to 400 feet intervals.

*Attachment: 1. Signed Petition received August 5, 2019
  2. Letter from Orange County Fire Authority dated September 13, 2007*
April 29, 2019

To: City of Los Alamitos
   Traffic Commission

This petition is for the city to address the problem of traffic speeding through our neighborhood on a daily basis. The highest traffic hours are 7am-8:30am, 1pm-3pm & 4:30pm-7pm, Mon-Fri. We are located between Katella Ave., Sausalito St., Oak St. and Los Alamitos Blvd. A large percent of this traffic is not only driving well above the speed limit, they aren’t stopping at any of the posted stop signs. Now our neighborhood also has to deal with semis and work trucks speeding down Walnut St. to and from the Sausalito Construction Site.

Several of our residents, their children, postal workers, delivery people and pets have had close calls with traffic. It’s hard to cross the street when no one is stopping. So, before any person or pet gets hit or property damage occurs, we are asking that our city insure the safety of its residents, by installing speed bumps. Installing them between every stop sign in our neighborhood would slow the traffic down and possibly deter them from cutting through our neighborhood at all.

A number of us have expressed our concern to the Police Department, but they don’t have enough officers to have someone patrol on a daily and regular basis.

We know our city cares about the safety of the residents and we look forward to the installation of these speed bumps in a timely manner. We thank the city in advance for its expedience in resolving this safety issue.

Attached you will find signatures of the concerned citizens of our neighborhood and employees from businesses that operate in our neighborhood on a regular basis.

Cc: Eric Nunez, Chief of Police
   Los Alamitos City Council

[Signatures]
Shannon Bailey
Jon Copperthite
Antonie Guardado
Sara Soren
Chanel Azada
Amir Rezaz
Tom Barnhart
Shannah Schaller
Taylor Callohan
Lisa Rippe
Jeff Rippe
Garth Rippe
PIERRE CEPEDE
Emily Copada
Lucy Bullmann
Ray Bullmann
Zac Calhoun
Kristie Marker
Brecia deBoer
Shelly Sanland
Jimi Seville
Sameth Mann
Manly Soares
Daniel Leyva
Tim Doyle
Melisa Tost
Levi Tost
Llaqueline Gutierrez
Hector Lopez
Randi Sandoval
Tim Harly
Aide and Fabian Valenzuela
September 13, 2007

Derek Wieske, P.E.
Director of Public Works/City Engineer
City Of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA 90720-5600

SUBJECT: Orange County Fire Authority (OCFA) position on the installation of speed humps on private and public streets

Dear Mr. Wieske:

This letter is written to follow up on your conversation with Assistant Fire Marshal Dianne Parker on September 5, 2007 pertaining to speed hump installations within the City. I wanted to use this opportunity to express OCFA’s concerns regarding the installation of speed humps.

OCFA reviews speed hump proposals against a 5-minute time frame criterion. This criterion is intended to allow OCFA to continue to meet department sanctioned emergency response goals. Studies have shown that for every speed hump installed emergency response times are increased by 10 seconds. During emergency response calls, every second counts. Lost seconds can be life threatening to those depending on our emergency services.

OCFA frequently receives requests for the installation of speed humps. We’ve established procedures to determine the impact on response-time goals. When an installation is requested through the OCFA Planning & Development Services Section, the fire station nearest the street or area in question performs a simulated emergency response timed trial. The data resulting from these tests provide staff with the realistic impact of the proposed speed hump installation, which in turn allows staff to provide a response to the proponent.

OCFA does not believe that speed humps are the best method to control vehicle speeds. Their affect upon emergency response activities directly impact service delivery within the communities we serve. If you have any questions, please contact me at (714) 573-6101.

Respectfully,

Brett Petroll
Deputy Fire Marshal
<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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>install 4-way stop signs at 4-way stop intersections</td>
<td>Jul-15</td>
<td>J. Wilhelm</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A2</td>
<td>Farquhar/Los Alamitos Alley Study</td>
<td></td>
<td>Emerson/Mejia</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A3</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></td>
<td>Completed</td>
</tr>
<tr>
<td>A4</td>
<td>Katella/Cherry crosswalk on eastside of Katella</td>
<td>Jun-15</td>
<td>J. Mejia</td>
<td></td>
<td></td>
<td>Pending - Put on 7-yr CIP</td>
</tr>
<tr>
<td>A5</td>
<td>High School Traffic Study</td>
<td>Apr-June-15</td>
<td>Lindsey</td>
<td></td>
<td>TC - April 2015</td>
<td>Submitted request to the district and was denied. No further action at this time.</td>
</tr>
<tr>
<td>A6</td>
<td>Extend signal time for cars crossing Katella @ Walnut/Wallingsford</td>
<td>Apr-15</td>
<td>J. Mejia</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A7</td>
<td>Repaint arrows at bus pad on Katella @ Walnut</td>
<td>Jan-13</td>
<td>J. Wilhelm</td>
<td></td>
<td>TC - May 2015</td>
<td>Completed</td>
</tr>
<tr>
<td>A8</td>
<td>3-way stop sign @ Cherry St &amp; Catalina St</td>
<td></td>
<td>J. Mejia</td>
<td></td>
<td>CC - June 2015</td>
<td>Completed</td>
</tr>
<tr>
<td>A9</td>
<td>Consider options for widening Civic Center Dr</td>
<td>Jan-14</td>
<td>J. Mejia</td>
<td></td>
<td></td>
<td>No longer applies</td>
</tr>
<tr>
<td>A10</td>
<td>Upgrade forklift crossing on Catalina</td>
<td>Jan-16</td>
<td>J. Mejia</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A11</td>
<td>remove parking spaces on s/s Catalina opposite - near the Los Alamitos</td>
<td>Mar-16</td>
<td>J. Mejia</td>
<td>Possibly Council</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td></td>
<td>Medical Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A12</td>
<td>PT/P study to downgrade fully protected operation for Rossmoor 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>Completed</td>
</tr>
<tr>
<td>A13</td>
<td>1. Los Alamitos Blvd @ Farquhar - safety light out</td>
<td>7-Feb</td>
<td>J. Mejia</td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td></td>
<td>2. Los Alamitos Blvd @ Katella - safety light cycling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Los Alamitos Blvd @ Florista, safety light out</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Los Alamitos Blvd @ Cerritos - Illuminated street name dark</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5. Cerritos Ave @ Los Al High, ISNS is out</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6. Cerritos Ave @ Humbolt, ISNS is out</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7. Cerritos Ave @ Bloomfield, safety light out</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A14</td>
<td>Conduct Four-Way Stop Study at the intersection of Walnut and Catalina</td>
<td>Apr-17</td>
<td>Staff</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A15</td>
<td>Los Alamitos Blvd @ Orangewood Safety Light Out</td>
<td>Mar-08</td>
<td>Hill</td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A16</td>
<td>Safety light out at the intersection of Humbolt Street and Cerritos Ave.</td>
<td>May-17</td>
<td>Chair Patz</td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A17</td>
<td>Bloomfield speed sign is not working</td>
<td>Apr-17</td>
<td></td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A18</td>
<td>School Traffic Study for New Commissioners</td>
<td>Apr-17</td>
<td></td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A19</td>
<td>Traffic Signal @ Wallingsford and Katella</td>
<td>May-17</td>
<td>Resident</td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A20</td>
<td>Parking Revision 10732 Los Alamitos Boulevard in Front of McNally Back to</td>
<td>Feb. 7</td>
<td>Commission</td>
<td>Council</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td></td>
<td>24 Min. Zone.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TRAFFIC COMMISSION 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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A21</td>
<td>Real Estate Sign limiting visibility at the intersection of Florista and Pine</td>
<td>Apr-17</td>
<td>Commission</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A22</td>
<td>requesting the installation of a u-turn sign and/or paint a red curb in the Woodcrest neighborhood - school traffic imposes safety concerns (Los Alamitos High School)</td>
<td>Oct-17</td>
<td>Residents: Carol Wall &amp; Betty Binder</td>
<td></td>
<td></td>
<td>completed</td>
</tr>
<tr>
<td>A23</td>
<td>installation of a right-turn only sign at the exit driveway off Farquhar, on the east side of Jack in the Box leaving Bank of America parking lot going onto Farquhar</td>
<td>Nov-17</td>
<td>Resident: Art DeBolt</td>
<td></td>
<td></td>
<td>completed and removed</td>
</tr>
<tr>
<td>A24</td>
<td>Florista Signal Timing</td>
<td>Jul-17</td>
<td>Commissioner Hill</td>
<td>Staff</td>
<td></td>
<td>completed</td>
</tr>
<tr>
<td>A25</td>
<td>Traffic signal @Katella and Los Alamitos</td>
<td>Jul-17</td>
<td>P. Dykhouse</td>
<td>Staff</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>A26</td>
<td>Katella Avenue at Lexington Safety light is dark</td>
<td>Sept. 17</td>
<td>Commission</td>
<td>Staff</td>
<td></td>
<td>completed</td>
</tr>
<tr>
<td>A27</td>
<td>Katella Avenue at Lexington Safety light is dark</td>
<td>Sept. 17</td>
<td>Commission</td>
<td>Staff</td>
<td></td>
<td>completed</td>
</tr>
<tr>
<td>A28</td>
<td>Traffic signal indication at S/W corner missing</td>
<td>Sept. 17</td>
<td>Chair Patz</td>
<td>Staff</td>
<td></td>
<td>completed</td>
</tr>
<tr>
<td>A29</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>Completed</td>
</tr>
</tbody>
</table>

### RECOMMENDATION APPROVED & PENDING IMPLEMENTATION

<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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>installation of a crosswalk at the intersection of Green Avenue and Bloomfield Avenue</td>
<td>19-Jan</td>
<td>Resident:</td>
<td>Staff</td>
<td></td>
<td>pending - implementation</td>
</tr>
</tbody>
</table>

### RECOMMENDATION DENIED

<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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>installation of northbound speed limit sign on Bloomfield</td>
<td>17-Nov</td>
<td>Resident: Art DeBolt</td>
<td></td>
<td></td>
<td>denied</td>
</tr>
<tr>
<td>C2</td>
<td>change the alley (between Farquhar Ave &amp; Howard Ave) to be one-way only</td>
<td>17-Nov</td>
<td>Resident: Art DeBolt</td>
<td></td>
<td></td>
<td>denied</td>
</tr>
<tr>
<td>C3</td>
<td>Remove &quot;Keep Clear&quot; on Farquhar at Cherry</td>
<td>Mar-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td>CC - March 2017</td>
<td>Denied</td>
</tr>
</tbody>
</table>

### ITEMS PENDING CONSIDERATION - TRAFFIC COMMISSION

<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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Red Curb Request on 4021 Howard Avenue</td>
<td>May-17</td>
<td>Matthew Dastis</td>
<td>Staff</td>
<td></td>
<td>Item pending written request from Mr. Dastis. No written request yet.</td>
</tr>
</tbody>
</table>

### ITEMS PENDING CONSIDERATION - CITY COUNCIL

<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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>Analysis of other intersections near all schools within City limits which might warrant the installation of a crosswalk</td>
<td>Jan-19</td>
<td>Traffic Commission</td>
<td>Staff</td>
<td></td>
<td>pending</td>
</tr>
<tr>
<td>E2</td>
<td>Request for the installation of equipment for the visually impaired on Florista Street and Los Alamitos Boulevard</td>
<td>Fall 2018</td>
<td>Resident</td>
<td>Staff</td>
<td></td>
<td>pending</td>
</tr>
</tbody>
</table>

### TRAFFIC COMMISSION INITIATED ITEMS - ENGINEERING

<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>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>Modify pedestrian signal/sign for NB right turns - East leg Bloomfield &amp; Katella</td>
<td>Jan-14</td>
<td>J. Wilhelm</td>
<td>Staff</td>
<td></td>
<td>Denied</td>
</tr>
<tr>
<td>ITEM</td>
<td>DESCRIPTION</td>
<td>DATE INITIATED</td>
<td>REQUESTED BY</td>
<td>COUNCIL OR STAFF</td>
<td>TAKEN TO</td>
<td>REMARKS</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----------------</td>
<td>---------------</td>
<td>-------------------</td>
<td>----------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>F2</td>
<td>Address sight distance for driveways on S/S Katella - Reagan to Cherry</td>
<td>Mar-16</td>
<td>J. Wilhelm</td>
<td>Possibly Council</td>
<td></td>
<td>Under observation. No further action required at this time</td>
</tr>
<tr>
<td>F3</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>F4</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>Denied per schools request</td>
</tr>
<tr>
<td>F5</td>
<td>Remove “Keep Clear” on Farquhar at Cherry</td>
<td>Mar-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>Denied</td>
</tr>
<tr>
<td>F6</td>
<td>Street name signs at Los Alamitos Bv/Florista-paint/vinyl peeling off</td>
<td>Jan-16</td>
<td>J. Seaman</td>
<td>Staff</td>
<td></td>
<td>Currently in progress</td>
</tr>
<tr>
<td>F7</td>
<td>Replace speed bumps in alley - poor condition</td>
<td>Jan-16</td>
<td>J. Mejia</td>
<td>Staff</td>
<td></td>
<td>Repairs in progress</td>
</tr>
<tr>
<td>F8</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>F9</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>No further action required at this time</td>
</tr>
<tr>
<td>F10</td>
<td>Scramble Timing at the intersection of Cerritos and Katella</td>
<td>Apr-17</td>
<td>Staff</td>
<td></td>
<td></td>
<td>Will be evaluated after School Traffic Study Review</td>
</tr>
<tr>
<td>F11</td>
<td>Five (5) traffic signs on the south side of Katella Avenue, between the 605 freeway and Wallingsford are starting to lean toward the street.</td>
<td>Feb-19</td>
<td>E. Singer</td>
<td>Staff</td>
<td>Public Works</td>
<td>pending completion</td>
</tr>
<tr>
<td>F12</td>
<td>Parkway trees are blocking the effectiveness of the street lights, on the east side of Los Alamitos Boulevard, between the car wash and Bradbury Road.</td>
<td>Feb-19</td>
<td>E. Singer</td>
<td>Staff</td>
<td>Public Works</td>
<td>Completed</td>
</tr>
<tr>
<td>F13</td>
<td>Alley, south of Katella from Lexington heading west: overgrown vegetation at the rear of the private properties</td>
<td>19-Feb</td>
<td>E Singer</td>
<td>Staff</td>
<td>Code Enforcement</td>
<td>pending completion</td>
</tr>
<tr>
<td>F14</td>
<td>Request to adjust the new median lights on Los Alamitos Bouelvard, so that the lights are triggered to turn on and off by the sensor and not the timer.</td>
<td>Feb-19</td>
<td>D. Patz</td>
<td>Staff</td>
<td>Public Works</td>
<td>pending completion</td>
</tr>
<tr>
<td>F15</td>
<td>Repair of two speeds bumps in the alley between Lexington Drive and Noel Street, and between Katella Avenue and Green Avenue.</td>
<td>Mar-19</td>
<td>J. Mejia</td>
<td>Staff</td>
<td>Public Works</td>
<td>Repairs last done in October 2019</td>
</tr>
</tbody>
</table>