

Exhibit C

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: July 18, 2013

ITEM B

SUPERVISORIAL DISTRICT: 4

SUBJECT: Parking

LOCATION: Cerritos Avenue; Anaheim; TB 798-C1, D1

INITIATED BY: Residents

INVESTIGATOR: Deepthi Arabolu

REQUEST: Establish No Stopping Zone

DATA:

LOCATION MAP:

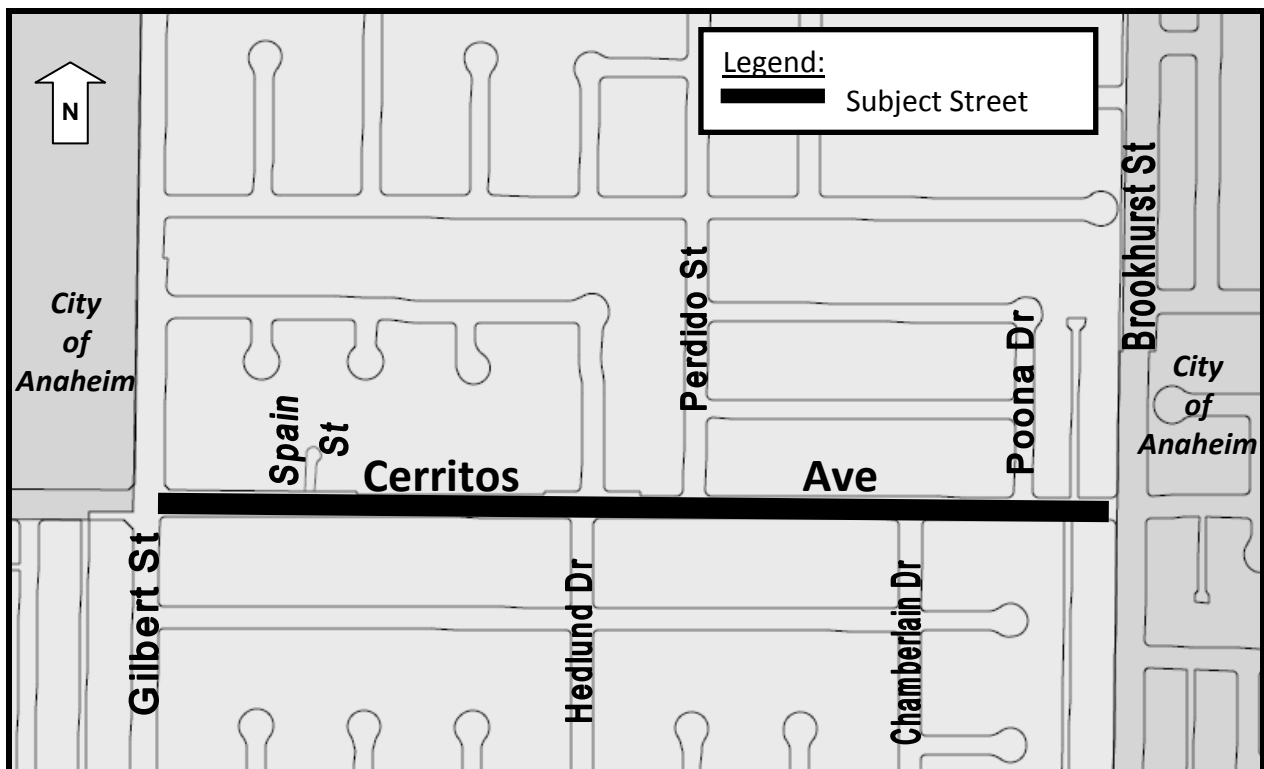


Exhibit C

COMMITTEE REPORT OF: July 18, 2013

ITEM B

EXISTING CONDITIONS

Cerritos Avenue between Gilbert Street and Brookhurst Street is a 0.50 mile, two-lane undivided Secondary Arterial Highway in the unincorporated area known as the West Anaheim Islands. Cerritos Avenue to the west and east of this segment lies within the boundaries of the City of Anaheim. The subject segment of Cerritos Avenue is not built to Secondary Arterial Highway standards which require an ultimate road width of 64 feet curb to curb. Currently, the majority of the street has a curb to curb width of 36 feet except for a 500 feet segment near Gilbert Street; this segment has a curb to curb width of 50 feet. The majority of Cerritos Avenue between Gilbert Street and Brookhurst Street is fully improved with curb, gutter, and sidewalk except for the north side of the 36 feet wide segment between the Spain Street and the Hedlund Drive intersections; the north side of this segment has an asphalt curb with no gutter or sidewalk. The adjacent land use is mostly residential, having in excess of 35 residential driveways fronting the street. The majority of the driveways are extra-long and wide with a large storage capacity for parking multiple cars and in some cases, recreational vehicles. Four stop-controlled residential streets, one private street, and 2 alleys intersect this segment of Cerritos Avenue. The posted speed limit on Cerritos Avenue is 35 miles per hour. A school zone sign (25 mph speed limit when children are present) is posted for west bound traffic on Cerritos Avenue near Gilbert Street. Currently parking is not restricted along Cerritos Avenue except during street sweeping days and Commercial Vehicles over five (5) tons are prohibited. Cerritos Avenue west of Gilbert Street in the City of Anaheim is a 64 foot wide, undivided four-lane Secondary Arterial Highway with established parking/ no parking zones and a posted speed limit of 40 mph. Furthermore, Cerritos Avenue east of Brookhurst Street, also in the City of Anaheim's jurisdiction is a 36 foot wide, undivided two-lane residential Secondary Arterial Highway with a posted speed limit of 35 mph.

TRAFFIC VOLUMES – (BOTH DIRECTIONS)

Location: Cerritos Ave.	Date	ADT Volume	Peak Hour Volume	
			AM	PM
b/t Gilbert St & Hedlund Dr	5/14/13	11,209	1031	1075
b/t Chamberlain Dr & Brookhurst St	5/02/13	10,594	983	1159

ACCIDENT DATA

Traffic Engineering collision records show five (5) reported midblock accidents over the past 12 months on Cerritos Avenue between Gilbert Street and Brookhurst Street. The primary collision factor for the majority of these accidents was "Driving Under the Influence". All five of the accidents involved parked vehicles.

COMMITTEE REPORT OF: July 18, 2013

ITEM B

ANALYSIS

OC Public Works is preparing plans to reconstruct the pavement, sidewalk, curb ramps, and driveway approaches on Cerritos Avenue from Gilbert Street to Brookhurst Street. Current traffic volumes on Cerritos Avenue do not support widening the roadway to the four-lane, 64 foot wide, undivided highway Secondary Arterial Highway standard. However, to facilitate the flow of traffic on Cerritos Avenue and to reduce the number of potential conflict points that occur due to the high driveway density on the street, the project proposes to install a two-way left turn lane (TWLTL) down the center of the roadway.

In order to install this TWLTL and maintain on-street parking, the project would require widening the roadway by five feet on each side of the center line to accommodate a 10 foot wide TWLTL. Through community meetings, an overwhelming majority of the residents along this segment of Cerritos Avenue strongly opposed the proposed widening. However, implementing the TWLTL without widening requires that on-street parking be restricted within the subject limits in order to maintain the two existing travel lanes. At the community meetings, the consensus of the residents expressed a preference for the TWLTL installation within the existing roadway width and the removal of the existing parking lanes on both sides of the street. Traffic Engineering's evaluation of the collision history on Cerritos Avenue revealed a total of five accidents, all involving parked vehicles on the street within a one year period. Restricting parking on both sides of the street will address the collisions involving parked vehicles.

Through a signed petition residents have confirmed their support of the proposed parking restrictions. Out of a total of 53 homes, 42 signed the petition: 40 residents were for the parking restrictions, 1 resident was against it, and 1 was neutral. The rest of the homes were vacant, no response made, or had no driveway access on Cerritos Avenue.

To satisfy and meet the needs of the community and to facilitate traffic flow, Traffic Engineering recommends parking restrictions on both sides of Cerritos Avenue between Gilbert Street and Brookhurst Street.

PUBLIC COMMENTS AND INPUT

Three residents from the subject area addressed the Committee. One of the residents spoke in favor of Traffic Engineering's recommendation to restrict parking on Cerritos Avenue while the other two spoke against it. The resident in support of the recommendation was the community representative who transmitted the residents' petition to Traffic Engineering requesting the parking restrictions. She reiterated to the Committee the residents' support for the parking restrictions. She stated that most residents of Cerritos Avenue do not use on-street parking and frequently ask their guests to park in their long driveways. She also stated residents strongly oppose OC Public Works' original proposal to widen Cerritos Avenue that would require losing a portion of their front yards. She expressed the majority of residents prefer restricting parking in

Exhibit C

COMMITTEE REPORT OF: July 18, 2013

ITEM B

lieu of widening as the best solution. Of the two residents who opposed the recommendation, one expressed that he has a partial disability and also owns an RV that occupies the majority of the driveway space within his property; he also stated that his vehicles have been hit on numerous occasions while parked on Cerritos Avenue but he still opposes the proposed parking restrictions due to his household's parking needs. He indicated he has a large family with three others being disabled and that losing on-street parking would be very difficult for them. He stated he has no funds to expand his driveway to accommodate more parked cars. The other resident who opposed the recommendation expressed his concerns with potential overflow parking on Chamberlain Avenue where he resides if parking is restricted on Cerritos Avenue; he stated it is a safety issue because of potential car vandalism.

TRAFFIC COMMITTEE DISCUSSION

Two Committee members expressed reservations with Traffic Engineering's recommendation. One of these members expressed concerns with parking being pushed to neighboring areas and questioned the need for a TWLTL; she felt there is no problem except for driving under the influence (DUI) type accidents and that by removing on-street parking these type of accidents may move from the street to the homes. The other member felt we should not alter the roadway based on DUIs if that is the only concern. The Committee Chairman explained the recommendation for the TWLTL is primarily to facilitate the flow of traffic on Cerritos Avenue and to reduce the number of potential conflict points that occur due to the high driveway density on the street; he also stated the accident data supports the recommendation but is not the primary reason for the recommendation; removing parked cars will eliminate the collisions associated with parked vehicles and there is no evidence to support the belief that collisions will move from the street to the homes. The California Highway Patrol (CHP) enforcing officer for this area spoke to the Committee members regarding his observations on Cerritos Avenue noting that the majority of the accidents are associated with speeds and unsafe turning movements. Staff added that TWLTL's are also used as a traffic calming measure. Chairman noted the proposed lane widths are conducive to reducing traffic speeds.

The Committee's final vote was 4 in favor and 2 against the "No Stopping Any Time" recommendation. The motion passed by a majority vote.

RECOMMENDATION

Establish a "No Stopping Any Time" zone on both sides of Cerritos Avenue between Gilbert Street and Brookhurst Street.

Exhibit C

COMMITTEE REPORT OF: July 18, 2013

ITEM B

BOARD ACTION NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.
2. By resolution, establish a “No Stopping Any Time” zone on both sides of Cerritos Avenue between Gilbert Street and Brookhurst Street.