

TRAFFIC



PARKING

COMMISSION

MINUTES

REGULAR MEETING OF THE HEMET TRAFFIC AND PARKING COMMISSION

City Council Chambers
450 East Latham Avenue, Hemet CA 92543

November 15, 2016

9:00 AM

*If you wish to make a statement regarding any item on the agenda, please complete a Speaker Card and hand it to the clerk. When the Chairman calls for comments from the public on the item you wish to address, step forward to the lectern and state your name and address. **Only testimony given from the lectern will be heard by the Traffic and Parking Commission and included in the record.***

1. CALL TO ORDER:

Roll Call: Chairman Stephen Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

Flag Salute: Vice-Chair Farrah Fowler

2. APPROVAL OF MINUTES:

A. Minutes for the Traffic and Parking Commission of September 13, 2016

Chairman Stephen Covington called for the approval of the Minutes for the Traffic and Parking Commission of September 13, 2016.

The **MOTION** was carried by the following vote:

AYES: Chairman Stephen Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

NOES: None

3. PUBLIC COMMENTS:

*Anyone who wishes to address the Commission regarding items **not on the agenda** may do so at this time. Please line up at the lectern when the Chairman asks if there are any communications from the public. When you are recognized, please give your name and address. Please complete a Speaker Card and hand it to the Clerk so that we have an accurate recording of your name and address for the minutes.*

Chairman Stephen Covington opened the Public Comment Period.

Allen and Andrea Moehle, 4897 Berkley Avenue requested a STOP sign due to the excessive speeds and sight distance issue. Allen and Andrea Moehle submitted a letter to Steven Latino, City Engineer on October 20, 2016 expressing a need for a STOP sign on the corner of Soboba Avenue and Berkley Avenue. Currently the only STOP signs are located at Ramona Expressway and Charlton Avenue. Allen and Andrea Moehle have lived at the 4897 Berkley Avenue for four years. Allen and Andrea Moehle can hear the speeding vehicles starting at Charlton Avenue, generally small cars and motorcycles at night and trucks during the day. One year ago the City of Hemet put in handicap access curbs on the north east corner of Soboba Avenue and Berkley Avenue however, no one can use it due to the traffic. Allen and Andrea Moehle's neighbor on the west side placed large rocks around the front to prevent vehicles from hitting, and potentially going through, their fence. There have been five accidents that Allen and Andrea Moehle are aware of in which police and injuries have been involved, in addition to several accidents in which tow trucks were called, but not police. Allen and Andrea Moehle are concerned that people coming westbound on Berkley Avenue are unable to see southbound on Soboba Avenue without pulling out into the intersection. Allen Moehle can hear northbound drivers on Soboba Avenue honking their horns because other vehicles are too far into the intersection. Two weeks ago Allen Moehle witnessed an incident in which the northbound driver swerved to avoid a vehicle too far into the intersection and the northbound vehicle lost control and ended up on the rocks. Allen and Andrea Moehle also witnessed a lot of speeding on Berkley Avenue between Soboba Avenue and Hemet Street. Allen and Andrea Moehle expressed concern over the visual problem on the south east corner because the resident has a 90 degree fence with shrubbery blocking the view going south on Soboba Avenue. Andrea Moehle stated that when a vehicle tries to cross Hemet Street going east at Berkley Avenue there is a telephone pole and large tree preventing people from being able to see and therefore causing them to pull out further into the intersection. Andrea Moehle believes the intersection was poorly designed. Allen and Andrea Moehle spoke with a neighbor who lived in the area for forty years who stated he has seen every type of accident on the corner over the years.

Chairman Stephen Covington thanked Allen and Andrea Moehle for coming and stated that the Traffic and Parking Commission will look into their concerns.

Brian Shields, River Springs Charter School expressed concerned regarding the congestion of traffic along the corner of Palm Avenue and Acacia Avenue. Brian Shields volunteers in assisting moving traffic through the gate, but Brian Shields believes the City needs to focus on Acacia Avenue. Cars that do not want to wait for traffic are passing by going into oncoming traffic. Brian Shields would like to volunteer to help direct traffic during the school start and end times. Brian Shields has worked the traffic control of many events over the years.

Chairman Stephen Covington stated this concern is an item on the current agenda and therefore the item will be addressed after the Public Comment Period.

Mark Bertrand, 232 N. Hamilton Avenue was scheduled on the agenda, but Chairman Stephen Covington allowed him to address the Commission during the Public Comment Period. Mark Bertrand expressed concern over the speeding and reckless driving on Hamilton Avenue between Devonshire Avenue and Latham Avenue. Mark Bertrand will yell at the drivers to slow down and they flip him off and keep going. Mark Bertrand has discussed the situation with the City of Hemet Police Department, but they have not been able to do anything. Mark Bertrand would like something done before a kid becomes hit by a vehicle.

Chairman Stephen Covington thanked Mark Bertrand and informed him it would be discussed further as an agenda item.

Travis Catlin, River Springs Charter School volunteers as a crossing guard for the River Springs Charter School and expressed his concern for the unsafe driving in the school area. Travis Catlin is concerned that the public does not take into consideration that there is a school in the area and he would like to request school signs and marked crosswalks. There are currently no marked crosswalks on the corner of Palm Avenue and Acacia Avenue. Travis Catlin stated some of the parents are parking farther down on Acacia Avenue by the park or on the backside of Walmart and walking their children to alleviate some of the traffic congestion. Travis Catlin stated he would like to express his opinion that he does not want to wait until something tragic happens to have changes made and crosswalks installed.

Chairman Stephen Covington asked Travis Catlin to please complete a Request to Speak card and give it to DeAnna Robertson, Administrative Assistant.

Troy Morgan, River Springs Charter School was aware that Steven Latino, City Engineer would be presenting as item number 4 on the agenda, but he wanted to express his concern as well. Troy Morgan feels the traffic situation at the River Springs Charter School is an accident waiting to happen. Troy Morgan stated the Salvation Army held an awards ceremony at the River Springs Charter School and even though there were crossing guards and volunteers helping kids across the crosswalk, there was a motorcycle that came through incredibly fast and then was upset with the people at the ceremony for being in his way. Troy Morgan stated he feels like the drivers in Hemet are not like they used to be and that Acacia Avenue is used more often to avoid the traffic of Florida Avenue. Troy Morgan has asked his customers if they were aware that a school existed on Acacia Avenue and many of them did not know. Therefore Troy Morgan would like to have school signs posted in the area.

Chairman Stephen Covington thanked Troy Morgan for coming.

Travis Catlin from the audience stated that vehicles will use the dirt field across from the school to bypass the traffic.

Action Items

Meeting Procedure for Action Items:

1. *Receive Staff Presentation*
2. *Commissioners report any Site Visit and ask questions of staff*
3. *Receive comments from the public.*
4. *Close the Action Item*
5. *Traffic and Parking Commission Discussion and Motion*

4. **Traffic Control for School Zones – Acacia Avenue at Palm Avenue** – The City received a written request from Troy Morgan regarding concerns of people speeding and the need to consider placing school area signs and speed limit reductions.

Information:

Requestor: Troy Morgan
Location: Acacia Avenue at Palm Avenue
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City Staff respectfully Recommends that the Traffic and Parking Commission approve the installation of School Area Signs, based on the facts that:

1. River Springs Charter School meets the definition of a “School” pursuant to the California Manual on Uniform Traffic Control Devices (CAMUTCD); and
2. River Springs Charter School is a recognized charter school with the California Department of Education.

Steven Latino, City Engineer, presented the request made by Troy Morgan on behalf of the River Springs Charter School.

Prior to starting the presentation, Steven Latino addressed the visual issue at Soboba Avenue and Berkley Avenue. Steven Latino stated City staff is working with the City of Hemet Public Works Landscape Department to have the hedges either removed or trimmed. City staff is determining right of way with the property owner. Steven Latino explained that the reason the issue was not on the agenda was because City staff is working diligently to have the issue resolved.

Steven Latino, City Engineer explained that the State Education Authority, California Department of Education recognizes River Springs Charter School as a school per the California Manual on Uniform Traffic Control Devices (CAMUTCD) definition. Steven Latino spoke with the City of Hemet Planning Department because he was concerned

that schools can be built in locations that the City is unaware of. River Springs Charter School was built in a C-M zone (Commercial Manufacturing) and has permitted use in accordance with the City's Municipal Code and Zoning Ordinances. River Springs Charter school is located on the northeast corner of Palm Avenue and Acacia Avenue which are designated as Collectors per the City's General Plan. Acacia Avenue is posted with a 30MPH speed limit, last surveyed in 2014, and Palm Avenue is posted with a 35MPH speed limit, last surveyed in 2011. Steven Latino stated California Vehicle Code section 22352(b)(2), the Prima Facie Speed Limit for a roadway segment contiguous to a school, posted with the appropriate "SCHOOL" warning sign shall be 25PMH while children are going to or leaving the school either during school hours or during the noon recess period. Due to the River Springs Charter School meeting the definition as a school and the City is aware of the situation; City Staff recommends the installation of school area signs and probability of adding crosswalks. Steven Latino turned the presentation back to Chairman Stephen Covington.

Motion to approve Engineering Director/City Engineer to take no action was **MOVED** by Commissioner Cecchi and **SECONDED** by Vice-Chair Fowler.

The **MOTION** was carried by the following vote:

AYES: Chairman Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

NOES: None

ABSENT: None

Steven Latino, City Engineer reminded the Chairman that it is customary to ask for any public comments before moving a motion.

Chairman Stephen Covington stated that he sees charter schools become more popular in the future and asked if there is any way to ensure there is any type of signage on the building itself.

Travis Catlin commented that corner of Palm Avenue and Acacia Avenue is just the elementary school and in the northeast corner is the middle school. The middle school is behind the doctor's office and has a driveway that leads out as well.

Brian Shields asked if he could go to the projected screen showing the map of the area. Brian Shields used the map to explain how he felt traffic control should be handled.

Chairman Stephen Covington agreed that signage and control is important as this is a school area.

Steven Latino, City Engineer stated the City does not usually provide someone to flag and control traffic in a school area because City staff would be all over the city at different times every day.

Vice-Chair Farrah Fowler stated most schools use their own staff to direct traffic.

Steven Latino, City Engineer tends to heed caution from that because if an accident does happen the school could be held liable if someone mislead a vehicle into an accident. Steven Latino also does not recommend a midblock crosswalk that is uncontrolled because people do not always stop. Steven Latino agreed to look at the area and make some additional recommendations based on the comments heard, but will at least start with getting the school signs and appropriate crosswalks.

Mark Bertrand stated he has seen that the City of Menifee has lighted crosswalks and he wants to know why the City of Hemet cannot use them as well.

Steven Latino, City Engineer stated the lighted crosswalks are very expensive and if the City of Hemet puts them in one school area they will have to put them in all school areas. Steven Latino stated the lighted crosswalks are also very expensive to maintain.

Mark Bertrand stated he is aware that the crosswalks are lit by solar panels.

Steven Latino, City Engineer agreed to look into it, but it would still be a considerable cost.

Commissioner Cecci asked Steven Latino, City Engineer, who owns the vacant lot and if the City of Hemet owns it.

Commissioner Oltman stated the City of Hemet does not own the vacant lot.

Steven Latino, City Engineer answered that he is unsure who owns the vacant lot.

Commissioner Cecchi stated it should be looked into and someone should speak to the owner about putting up a fence so vehicles cannot use it to bypass the traffic.

Steven Latino, City Engineer replied that the City cannot force the property owner to put up a fence.

Commissioner Oltman stated that if the same guy that used to own the property still does, he knows the owner will not put up anything.

Steven Latino, City Engineer said the City will look into it. Steven Latino also pointed out Sergeant Dan Reinbolt of the City of Hemet Police Department in the audience and stated that Sergeant Reinbolt is listening and making note of the issue. Steven Latino will discuss the issue with Sergeant Reinbolt after the meeting to go over strategy.

Chairman Stephen Covington asked if there were any further comments.

Troy Morgan commented that he does believe that the school does have a big banner along the fence notifying the public of the school.

Commissioner Oltman stated the sign is not easy to see when driving down the road. Commissioner Oltman also said the building was never designed to be a school.

Steven Latino, City Engineer stated the building was still in use of the code. Steven Latino said that he has witnessed in most school areas, people illegally crossing the street so it is something the City will work with the school on to educate the parents and students.

Commissioner Oltman asked if there are businesses in the building as well.

Commissioners replied there are a doctor's office, dance studio, and various other businesses.

Travis Catlin stated he understands the City does not want to do a crosswalk midblock and that a lot of the parents use the dirt field as parking.

Commissioner Oltman stated midblock crosswalks are dangerous.

Travis Catlin acknowledged the midblock crosswalks are dangerous, but asked if a crosswalk could be put in at the second entrance next to the storage company.

Steven Latino, City Engineer said the City tends to lean against it because it is still a midblock crosswalk and also does not justify a STOP sign based on vehicular warrants. Steven Latino believes a lot of the issue can be helped by reaching out to the school and educating parents and students. Steven Latino said the City currently has a SCAG Planning Grant (Southern California Association of Governments) submitted to do a bicycle and pedestrian type of outreach and education program.

Travis Catlin stated Mrs. Martin, the Principal of River Springs Charter School, has staggered student release times to help alleviate the traffic congestion. Mrs. Martin has also sent out a mass of messages to the parents parking and driving safety during drop off and pick up times. Travis Catlin believes the school is trying to help prevent a student or parent getting hurt. There are also parents volunteering to help. So Travis Catlin believes whatever the City can add will help tremendously.

Steven Latino, City Engineer asked Travis Catlin if he would provide him with Mrs. Martin's contact information and stated he would give Travis Catlin his card at the end of the meeting.

Chairman Stephen Covington stated the motion was already made and voted so moved on to the next item.

5. **Traffic Control at Mustang Way at Rexford Drive** – The City received a request regarding speeding and accidents occurring at the intersection of Mustang Way and Rexford Drive from Nancy Schwartdjeger. Ms. Schwartdjeger requested a stop sign or traffic signal to help control speeds at this location.

Information:

Requestor: Nancy Schwartdjeger
Location: Mustang Way at Rexford Drive
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

Steven Latino, City Engineer, presented the request made by Nancy Schwartdjeger. Steven Latino reminded the Commissioners that Nancy Schwartdjeger attended the September 13th 2016 Traffic and Parking Commission meeting requesting a STOP sign or traffic signal at the intersection of Rexford Drive and Mustang Way. At the September 13th meeting, Nancy Schwartdjeger cited high speeds and significant number of collisions at the location. Due to this, Steven Latino wanted to bring City staff's findings to the Commission. Steven Latino presented a map of the location on the overhead projector, pointing out that the location is near a school. Steven Latino explained the difference between this school and a charter school is that when public school comes to the City, they do not work with the City; they go through the Department of State Architect who tells them they only have to do very limited improvements. After which the City receives numerous phone calls stating the items that the City needs to do for the school. If a charter school is in the right zoning, the City's Engineering Department does not receive notification of it. Steven Latino explained that Mustang Way is an east west street that comes off Sanderson Avenue. Rexford Drive is a local street that heads northwest to a T intersection. Mustang Way is classified as a Secondary 4-U per the City's General Plan that starts at Sanderson and ends at Warren Road and is posted is 35MPH (last surveyed in 2011 between Sanderson Avenue and Cawston Avenue). Additionally the appropriate warning signs have been posted within the vicinity of the school. Rexford Drive has been stated as a local street that intersects Mustang Way along the curve. The approach to Mustang Way is STOP controlled which is normal for a residential street exiting. It is not in a bad location in terms of sight distance. Steven Latino reminded the Commission that traffic control devices such as STOP signs or traffic signals are not used to control speed, but to provide clear right of way at an intersection. Per the CAMUTCD there are warrants that must be satisfied in order to consider the installation of either a signal or STOP sign. These warrants generally look at volumes over 8-hour, 4-hour, and Peak Hour periods in addition to some warrants consider pedestrian volume, school crossings, and crash experience. The biggest ones looked at are generally volume and crash experience. The City conducted an analysis of the intersection of Mustang Way and the school entrance, which is approximately 906 feet from Rexford Drive. The analysis showed the location did not satisfy the 4-hour or 8-hour warrants but it did satisfy a peak hour. Based on the analysis and the fact that Rexford Drive is a local street, the odds of it meeting the volume warrant are extremely low. In addition under Section 4C.01 of the CAMUTCD "The satisfaction of a traffic signal warrant or warrants shall not itself require the installation of a traffic control signal." City staff also reviewed traffic collision history from January 2005 to current date there are ten collisions noted at this location. Collision warrant is not satisfied unless

there are five correctable accidents in a 12-month period. The most that have occurred at this location in any 12-month period are two. Steven Latino stated that with this information, City staff recommends that the Traffic and Parking Commission take no action on this item.

Chairman Stephen Covington stated he has seen others areas of that vicinity and agrees it is something to look at in the future, but not currently. Stephen Covington stated that for the first time in twenty years the intersection is running smoothly and not the bottle-neck traffic it once was.

Commissioner Oltman moved approval of the item.

Chairman Stephen Covington asked if there were any comments from the public.

Morgan Troy asked how many years a speed test holds is valid?

Steven Latino, City Engineer answered that a speed survey is valid for five years unless the officer has received additional 24-48 hour training on radar and lasers. All City of Hemet Police Officers have been certified so all speed surveys are valid for seven years. Speed surveys can be extended to ten years if the City Engineer writes a letter stating nothing has changed. Steven Latino prefers not to write the letters as at that point it's better to run a new survey

Motion to approve Engineering Director/City Engineer to take no action was **MOVED** by Commissioner Oltman and **SECONDED** by Commissioner Cecchi.

The **MOTION** was carried by the following vote:

AYES: Chairman Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

NOES: None

ABSENT: None

****Chairman Stephen Covington called a brief recess****

6. **Speed Bumps – Hamilton Avenue between Devonshire Avenue and Latham Avenue** – The City received a written request regarding speeding and the request for speed bumps along Hamilton Avenue from Devonshire Avenue to Latham Avenue from Mark Bertrand.

Information:

Requestor: Mark Bertrand
Location: Hamilton Ave. between Devonshire Ave. and Latham Ave.
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

Steven Latino, City Engineer, presented the written request from Mark Bertrand requesting speed bumps on Hamilton Avenue between Devonshire Avenue and Latham Avenue. The distance between Devonshire Avenue to Latham Avenue along Hamilton Avenue is approximately 660-feet. Hamilton Avenue is a 40-foot wide local street that runs north and south. Based on the width of the roadway and the local use, according to California Vehicle Code section 22352 for Prima Facie Speed Limits, the speed limit is 25MPH and therefore does not have to be physically posted. City staff reviewed the

traffic collision database from January 1, 2010 to current day and noted there were five reported collisions along this intersection. Four of the collisions involved improper turning movements at the intersection while only one was midblock and was a single vehicle collision. Historically the City does not install speed bumps for several reasons. The first reason is the cost to install and maintain a speed bump, which is approximately \$3,000 - \$5,000 per speed bump. The second is the added liability to the City from vehicles that lose control hitting the bumps. Steven Latino listed other items in the staff report based on his past history; generally when a speed bump is installed the public is happy until the continuous noise pollution of people slamming on their brakes or hitting the bumps at high speeds in the middle of the night. There is also the concern as to the impact of response time for emergency vehicles. Steven Latino is aware the City will continue to receive requests for speed bumps on these types of streets and is glad City of Hemet Traffic Sergeant Dan Reinbolt was in attendance to hear the issues and concerns. With this information, City staff recommends the Traffic and Parking Commission take no action on this item.

Chairman Stephen Covington asked if there are any posted speed limit signs in the vicinity.

Steven Latino, City Engineer stated he did not physically survey the area and states there may be under past management installation. Steven Latino does not recommend installing 25MPH speed limit signs where it is 25MPH unless the roadway is not a local roadway or does not meet the criteria of the California Vehicle Code and a speed survey was done to establish the speed. Steven Latino stated if 25MPH signs are posted in one area, it will set the precedence to post them in all areas and the cost of installation and maintenance would be too great. Steven Latino followed the same practice at his previous employment in the City of Ontario. Steven Latino stated the City of Ontario did install speed humps (larger version of speed bumps) in industrial areas where drag racing was taking place.

Chairman Stephen Covington asked if there were any comments from the public.

Mark Bertrand confirmed there are not any speed limit signs currently posted in the area.

Chairman Stephen Covington asked Mark Bertrand if he was discussing Latham Avenue.

Mark Bertrand confirmed.

Chairman Stephen Covington asked what the current speed limit on Latham Avenue is.

Steven Latino, City Engineer stated he would have to look it up to confirm.

Chairman Stephen Covington stated he believes the speed limit is 30MPH but transitions to 35MPH.

Steven Latino, City Engineer said he would do the research to confirm the speed limit and where the speed changes.

Motion to approve Engineering Director/City Engineer to take no action was **MOVED** by Vice-Chair Fowler and **SECONDED** by Commissioner Funkhouser.

The **MOTION** was carried by the following vote:

AYES: Chairman Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

NOES: None

ABSENT: None

7. **Stop Signs – Sierra Dawn North** – Ed Reitz submitted a letter regarding the possibility of adding STOP signs at “T” intersections entering the park off of Menlo Avenue (at Ronda Street) and Oakland Avenue (at Elk Street).

Project Information:

Requestor	Ed Reitz
Location:	Menlo Ave. at Ronda St. and Oakland Ave. at Elk St.
Engineer:	Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

Steven Latino, City Engineer, presented the request from Ed Reitz for adding STOP signs at “T” intersections at the entrance of Sierra Dawn North. The intersection is Menlo on the north, Oakland on the South, and Lyon on the west. The two locations of concern are at Ronda Street at Carlotta Drive and Elk Street at Cabrillo Drive. Steven Latino explained the background of Sierra Dawn; Sierra Dawn North was formed via Tract Map No. 4371 in September 20, 1971. All of the streets in the park, which are local streets, were dedicated to the City for public street purposes. Sierra Dawn North is surrounded by Menlo Avenue on the north which is a four lane undivided and has a 40MPH speed limit, Oakland Avenue, a Collector two lane undivided is on the south which is posted with a 30MPH speed limit and Lyon Avenue on the west which is a Secondary 4 lane undivided which is posted at 40MPH. All three roadway segments were last surveyed in 2014. City staff reviewed the City’s Collision Database for both the intersection from January 1, 2010 to current date there are no collisions noted at either of the two locations. Steven Latino did a virtual survey of the City and outside jurisdictions via Google Earth and looked at other tracts similar to this location and it was also noted that in most cases, similar to these locations in the City, the “T” intersections on one-lot deep entry streets were not STOP controlled. Steven Latino also reviewed plan checks from previous employment similar to the area and STOP signs were not required. Steven Latino stated for the Commissions information that the California Vehicle Code (CVC) section 21800 (b): “When two vehicles enter an intersection from different highways at the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on his or her immediate right, except that the driver of any vehicle on a terminating highway shall yield the right-of-way to any vehicle on the intersecting continuing highway. Item (2) for the purposes of this section, “terminating highway” means a highway which intersects, but does not continue beyond the intersection, with another highway which does not continue beyond the intersection.” Steven Latino admitted the extra verbiage on the item 2 is a typo.

Based on the analysis the intersections appear to be operating properly and do not require additional treatment and City staff recommends the Traffic and Parking Commission take no action on this item.

Chairman Stephen Covington asked for any comments from the public or commissioners.

No comments from the public.

Motion to approve Engineering Director/City Engineer to take no action was **MOVED** by Commissioner Funkhouser and **SECONDED** by Vice-Chair Fowler.

The **MOTION** was carried by the following vote:

AYES: Chairman Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

NOES: None

ABSENT: None

8. **Speed Bump Petition – Thornton, Zirconia, Malachite, and Limonite** – The City received a written petition regarding speed bumps be installed at the subject streets. The petition was received at a City Council meeting on October 11, 2016.

Project Information:

Requestor	Marie Ball
Location:	Thornton Ave., Zirconia St., Malachite St., and Limonite, St.
Engineer:	Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

Steven Latino, City Engineer, presented the request submitted by Marie Ball for speed bumps on Thornton Avenue, Zirconia Street, Malachite Street, and Limonite Street. The City received a written petition to install speed bumps all along the subject streets. The petition was received during the city council meeting of October 11, 2016. Steven Latino showed an aerial photo of the location. Of the signatures received, four of the people do not have a driveway facing the subject streets even though the concerns was people backing out of their driveways with other vehicles speeding down the streets. The petition had thirty-six signatures, however, upon review of the document some members signed more than once and some of the addresses did not exist. Upon final review there were thirty-five unique signatures from twenty-four residences; four residences that signed that don't live on the streets and a couple that Steven Latino was not able to locate based on the address provided.

Thornton Avenue is an east/west Collector 2 lane undivided per the City's General Plan. The posted speed limit along Thornton Avenue is 35MPH and was recently surveyed and taken to council in 2016. Zirconia Street, Malachite Street, and Limonite Street are local streets and fall under California Vehicle Code Section 22352 for Prima Facie Speeds which is 25MPH. Zirconia Street is a north/south street which intersects Thornton Avenue. From there, Zirconia goes south and hits the standard knuckle, which is the standard design in a residential neighborhood, and then goes west as Malachite Street until it turns into Limonite Street. Limonite is approximately 375 feet long and terminates at a standard cul-de-sac.

City staff reviewed the traffic collision database from January 1, 2010 to current day and there are no noted collisions at these locations. However, it was noted that there was a single collision on Granite Street just north of Thornton Avenue. The collision was a

single vehicle who hit a fixed object making a left turn, so even though not relevant to the speed bumps, Steven Latino wanted to include it for reference.

The City of Hemet does not historically install speed bumps due to ongoing costs, liability, noise, and impacts to emergency response times. Therefore City staff recommends the Traffic and Parking Commission take no action on this item.

Chairman Stephen Covington stated that he does not want to set precedence and while the Commission has heard the issues before he does not see this area being that big of an issue. Stephen Covington stated it has been fifteen years since he lived near the area but...

Chairman Stephen Covington asked if the Commissioners or public had any comments.

No comments from the public.

Motion to approve Engineering Director/City Engineer to take no action was **MOVED** by Commissioner Cecchi and **SECONDED** by Commissioner Funkhouser.

The **MOTION** was carried by the following vote:

AYES: Chairman Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

NOES: None

ABSENT: None

DEPARTMENT REPORTS

9. ENGINEERING DIRECTOR REPORTS: *Verbal reports from Engineering Director*

A. Kirby/Seven Hills at Stetson Left Turn Phasing

Issue was brought before Traffic and Parking Commission and the City Engineer by Commissioner Funkhouser in past meetings. Steven Latino drove to the site and researched the cost to install a new traffic signal. Current Caltrans standard for a windload pole is 100MPH. The windload of the current poles are 70MPH. Steven Latino explained the labeling on a pole is the first number is the type of pole, the second number of fixtures mounted on the pole and the third number is the windload. Steven Latino did a project similar to this request in Ontario and in that project just the signal work alone, not concrete work, cost \$183,931.00 and that project was in 2010. Steven Latino stated prices have escalated since then. City staff had researched the installation of a traffic signal at the intersection and it did not meet warrants. Steven Latino wanted to give all the information to Commissioner Funkhouser to see if Seven Hills was still interested.

Commissioner Funkhouser stated the Seven Hills Homeowners Association withdrawals their offer to purchase a left turn signal light at the intersection of Stetson Avenue and Kirby Avenue.

B. WRCOG LED Street Light Demonstration Project

Steven Latino explained that WRCOG is the Western Riverside Council of Governments and is a consortium of all the cities that exist in western Riverside and broken up into zones. Hemet is part of the Hemet/San Jacinto zone, but operates as a large organization that meets monthly to go over policies. WRCOG is responsible for the administration of the TUMF (Transportation Uniform Mitigation Fee) program

which developers pay into and it pays for regional improvements as well as helps administer grants on a local level. One of the items they were involved in is the LED Street Lighting Retrofit Program and purchase of SCE lights. There is a significant cost to having SCE own the lights because cities pay SCE for the use of the lights.

Commissioner Oltman stated it averages \$100,000 a month. Commissioner Oltman, when he worked for the City, received stacks of invoices that had to be reviewed every month to make sure each pole was in the city limits.

Steven Latino, City Engineer explained that the program is two-fold; (1) SCE offered to get out of owning street lights and WRCOG got in and showed interest and so they have been doing an analysis of every district to see which lights are owned by SCE. City of Hemet is looking to purchase their street lights from SCE and making them city lights which would reduce cost significantly. (2) LED retrofit. The City of Hemet has a competitive advantage that when new projects are installed they are required to install an LS3 service which is a metered service and is a city owned street light so the City owns the majority of the street lights. Street lights owned by SCE are mostly in the older areas of town and are old poles so their depreciation cost is a lot cheaper to purchase. WRCOG is also looking to standardize the region and what everyone wants to see. Because Hemet owns so many of the lights, WRCOG came to Hemet and asked if they could use Hemet as a demonstration area. WRCOG reached out to a series of vendors and collected several street lights to be part of the project. WRCOG retrofitted a block with LED Street lights that are different colors, different brands, different light patterns, etc. and installed tags on each pole. A person can scan the tag and it will explain everything about the light and the person can give feedback about the light. So people from all over Southern California can come to this area of Hemet to see and comment on the lights. WRCOG is offering tours that someone can RSVP to attend. Steven Latino wanted to make the Commission aware of the project because it is a large project that has a significant reach and will help the City purchase back the SCE owned lights as well as help reduce current costs. WRCOG is also offering regional maintenance once everything is standardized.

Commissioner Oltman stated the lights used to be all mercury vapor and they received a letter from Palomar Observatory asking them to change from mercury vapor to sodium vapor because they could filter out the sodium but not the mercury. Commissioner Oltman asked if the City goes to LED's will the observatory be able to filter out the lights.

Steven Latino, City Engineer replied that Palomar Observatory is actually a part of the program and has already been coordinating with WRCOG. Palomar Observatory is ok with the lower temperature lights as opposed to the warmer temperature lights because the blueish lights are difficult to filter out.

Commissioner Oltman thinks the project is a great idea and that it will save a lot of money.

10. TRAFFIC AND PARKING COMMISSIONER REPORTS: *Commissioner Reports on meetings attended, future agenda item requests, or other matters of Engineering interest.*

A. Chairman Steve Covington

Chairman Covington wanted to know if there was any update on the Florida Median project.

Steven Latino, City Engineer replied that he currently owes Caltrans a letter regarding the project, but other projects have pulled him away from the time to write it. Steven Latino's understanding is Caltrans did sign the Project Study Report. Most of the issues the City has are more design and less environmental. Steven Latino feels Caltrans should have done traffic analysis and/or counts at each intersection and he will continue to voice that opinion. The State is moving

several projects forward and Steven Latino is unsure if it is due to the new director.

Chairman Stephen Covington noticed the new timed crosswalks.

Steven Latino, City Engineer replied that yes, the new timed crosswalks were a Caltrans project that Caltrans installed without telling the City they were doing it. Steven Latino stated that Caltrans was working on the crosswalks and had closed the right lane of Buena Vista. Steven Latino asked if they had a permit to work in the City's right of way. Caltrans did not, so Steven Latino had Caltrans come inside Covell Building and apply and pay for an encroachment permit. Steve Latino likes to remind Caltrans that the City is not fighting their project's process, but would like to be notified and involved.

Chairman Stephen Covington agrees that if done correctly, the Caltrans projects will be very beneficial to the community.

Steven Latino, City Engineer asked Hemet Police Sergeant Reinbolt to speak with him after the meeting to obtain information regarding an accident that took place the day before on Florida Avenue.

Mark Bertrand asked from the audience why do vehicles always block the right lane at the In & Out drive thru.

Steven Latino, City Engineer replied that the City is aware of the problem, but there is not a lot that can be done about it at this time.

Mark Bertrand asked if the City can paint the lines on Florida Avenue

Steven Latino, City Engineer replied that Florida Avenue is a state highway and therefore the City cannot make any changes. But Steven Latino is sure it will be a large part of the Florida Median project.

- B. Vice-Chair Farrah Fowler
Nothing to report
- C. Commissioner Oltman
Nothing to report
- D. Commissioner Funkhouser
Nothing to report
- E. Commissioner C.W. Cecchi
Nothing to report

11. Commissioner FUTURE AGENDA ITEMS/CONTINUED ITEMS.

12. ADJOURNMENT:

It was unanimously agreed to adjourn meeting at 10:15 a.m. to the regular meeting of the Traffic and Parking Commission scheduled for January 10, 2017 to be held at City of Hemet Council Chambers located at 450 E. Latham Avenue, Hemet, CA 92543.

NOTICE TO THE PUBLIC:

Any writings or documents provided to a majority of the Traffic and Parking Commission regarding any item on this agenda will be made available for public inspection at the Engineering Department counter of the Covell Building located at 510 E. Florida Avenue during normal business hours. Agendas for Traffic and Parking Commission meetings are posted at least 72 hours prior to the meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact the Engineering Department office at (951) 765-2360. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to insure accessibility to the meeting. (28 CFR 35.102-35.104 ADA Title II).