

**MINUTES OF THE SPECIAL MEETING OF
THE CITY OF LAGUNA NIGUEL
TRAFFIC AND TRANSPORTATION COMMISSION
December 8, 2021 – 7:00 p.m.**

CALL TO ORDER – The meeting was called to order by Chair Kinney at 7:00 p.m.

ROLL CALL

Commission Members: Chair John Kinney – Present
Vice Chair Susan Harden – Present
Commissioner Amy Betonte – Present
Commissioner Foster “Gene” Johns – Present
Commissioner Gregory Clements – Absent

Council Liaisons: Council Member Fred Minagar – Present
Council Member Rischi Paul Sharma – Present

City Staff Present: City Traffic Engineer Kathy Nguyen
Chief of Police Virgil Asuncion
Administrative Sergeant Isaac Flores
Deputy Sheriff Joe Bucaro
Commission Secretary Cyndee Wilcox

PLEDGE OF ALLEGIANCE – Commissioner Johns

PUBLIC COMMUNICATIONS

Taylor Parham, resident, spoke about speeding on his street, La Plata Drive, and stated that he would like to gain an understanding about what the City can do about speeding on his street. He noted that he has seen radar speed feedback trailers and occasionally a motorcycle officer. He stated that his neighbors are thrilled to see the motor officer on their street. He stated that he has read through the Laguna Niguel Residential Traffic Management Policy and listed several traffic calming measures he would like to see, including speed bumps. He stated that his neighbors tried to get speed bumps installed in 2017 but that the vote was opened to residents who did not live on La Plata Drive. Those residents voted “no” on the speed bumps while the residents who live on La Plata Drive voted “yes.” He stated that the residents who do not live on La Plata Drive do not experience the same issues as the residents who live on La Plata Drive. He asked what can be done to address the speeding issue and what would be his next steps as a resident.

City Traffic Engineer Nguyen thanked Mr. Parham for his comments and stated that City staff will look into implementing traffic calming improvements on La Plata Drive and can assist the residents with the installation of speed bumps. She stated that there is a process that the neighborhood would have to go through for speed bumps and that staff can work with the residents to see if this neighborhood meets the requirements.

Mr. Parham stated his appreciation and stated that he read through the policy which outlines the process for speed bumps. He stated that if there are alternative, progressive means besides the speed bumps, he and his neighbors would be open to that.

City Traffic Engineer Nguyen stated that she would provide Mr. Parham with her business card to discuss possible solutions with him offline.

Council Member Minagar asked the Chair if he can respond to Mr. Parham and stated that he does not usually respond to citizens' questions during Public Communications as it is not on the agenda. He stated that on this specific issue, during the past 22 years in the City of Laguna Niguel, when he was on the Traffic and Transportation Commission for almost 8 years, speeding on La Plata Drive used to come up a lot. He stated that some of Mr. Parham's neighbors used to complain about the speeds and that any time the neighborhood pursued the installation of speed bumps, it failed because they have to go through the process and the protocol that was established by the City Council prior to Council Member Minagar's term on the Council. Council Member Minagar stated that, as a practitioner, he can tell that the pursuit of speed bumps, specifically in that area of the City, will likely fail due to the lack of getting the minimum required number of signatures. He noted that the residents can still go through the process and proceed with the request. Council Member Minagar stated that residential areas in the State of California, specifically Laguna Niguel is no exception, fall under prima facie category so residential areas by default is 25 MPH. He stated that anybody that takes their driver's license test should know this because it is one of the questions on the test. He stated that the residents are knowingly speeding and going beyond the prima facie speed limit. Council Member Minagar stated that the City has an excellent Police Department that is always vigilant and has done an excellent job over the years but they cannot be at every place in the City at any given time. He stated that the Police Chief would make proper accommodations for deputies to show up randomly to check and make sure that residents are adhering to the posted speed limits of the residential areas which are, by default, even if there is a sign or legend, 25 MPH. He stated that this is the existing and that he will go on to comment on the future. He stated that he helped one of his friends, Assemblywoman Laura Friedman, who is the former Mayor of the City of Glendale and is the Chairwoman of the State Assembly, change the laws in the State of California. He stated that effective January 1, 2022, every City in California, 482 Cities, would have to comply and adhere to one of the new laws that would allow Cities such as Laguna Niguel as a municipal corporation to reduce some of the speed limits. He stated that the law is not in effect yet because it has to come to the City Council and has to be ratified. He stated that this City is indeed going to be pursuing that so that there is more flexibility for the Traffic Engineering Division of the Public Works Department to review and modify speed limits by 5 to 10 MPH less than what has been posted or under the category of prima facie. He noted that this is a very fluid thing because it's a new law. He stated that other Cities do not want it because of all kinds of variations that it is going to create but that this change is down the pipe and that by the year 2024, according to the Secretary of State of the State of California, all the Cities would have to be compliant with the new law. He stated that Laguna Niguel has three years to get adjusted and acclimated to make proper accommodations, revisions, and modifications to all the speed limits in the future. He stated that, for now, staff is going to look into Mr. Parham's request in more detail. He stated that, especially in this area, because of the grade, the slope does impact the way the driving public would be behaving. He stated that he would like to add that when the City did the first traffic survey of this specific area approximately 15 to 16 years ago, he asked the former Police Chief to let him know who the speeders were. He noted that he didn't want their names as that is not legal but he wanted to see who they were based on their license plates. He stated that based on the report that he received, 100% of the speeders were the neighbors – they were all living in the same area, the same

cluster of homes. He stated that he just wanted to give the history of the area and that the City visited that area quite a few times over the years and he wanted to make sure what staff is going to be doing is most likely to accentuate and reinforce the existing traffic control devices, to make sure that there is a legend, that it needs to be supplemented, amplified by a sign or other measures to slow down. He stated that the City can do that, but anything beyond that, staff cannot do because they have to go by the prima facie in California as this is a legal thing that the City cannot change without any justification that we can refer to. He stated that he hopes he clarified the situation for Mr. Parham.

Mr. Parham stated his appreciation for Council Member Minagar's comments and stated that something has to be done to address the speeding in the neighborhood.

Council Member Minagar stated that Mr. Parham's points have been well taken, but that in the interest of time, the Traffic and Transportation Commission has a special presentation to get to and he is sure that staff will assist the neighborhood with a speed feedback trailer for a short period of time on a random basis. Council Member Minagar stated that he wanted to help Mr. Parham and the other residents. He stated that public safety is our number one job in the City.

Aniko Sherry, resident, presented three items. She stated that the recent street resurfacing work within the Rancho Niguel single family community was a good chance to put in some speed calming, or street painting, not to add the speed bumps at all but just some speed calming and street painting. She stated that didn't happen, although she had spoken to someone from Public Works before and someone came out and looked at the speed. She stated that, at that time, we had the pandemic so not too many cars were driving through and it was wonderful, but now we are back to the same traffic pattern. She stated that mostly we have cut through traffic and, as mentioned by Council Member Minagar, we do have our own neighbors flying through at 65 MPH. She stated that the quality of the resurfacing was surprising to the homeowners. She stated that she has worked with American Asphalt a number of times and they do quality work but not this time. She stated that there is parking infiltration on Rancho Cristiano. She stated that the City approved permit parking only for our area on Rancho De Linda and thinks we need to add more streets for permit parking. She inquired about the status of Crown Valley Parkway at the on-ramp northbound to I-5 and if we are going to have two on-ramps. She would like to receive a follow-up.

CONSENT CALENDAR

1. Approval of Minutes of the Traffic and Transportation Commission Meeting on October 27, 2021

Chair Kinney stated that page 3 of the Minutes of the Traffic and Transportation Commission Meeting on October 27, 2021 should be amended to reflect that he inquired about the right lane closure on La Paz Road by the County Regional Park, not Commissioner Johns.

A MOTION was made by Commissioner Johns, seconded by Vice Chair Harden, to approve the minutes as amended.

Motion carried 4-0-1; with Commissioner Clements being absent.

Approved as amended.

DISCUSSION ITEMS

1. City of Laguna Niguel Local Roadway Safety Plan

City Traffic Engineer Nguyen provided a brief introduction of the Local Roadway Safety Plan (LRSP) and introduced the City's LRSP consultant, Paul Martin from Mark Thomas & Company, Inc., who presented a PowerPoint on the LRSP.

Vice Chair Harden stated that the document was well done and found it interesting to read the history of the things that have been done most recently as well as reviewing all of the actions in the plan. She stated that looking at all the recent improvements in the PowerPoint slide, she noticed that some of them had dates next to them, and when she was reading the plan, she was wondering what the dates were on some of those improvements. She stated that she thought it would be great to have dates next to all of the improvements since the document covers five years and it would make it easier if the document gets reviewed again to see when those improvements would be happening.

Vice Chair Harden stated that an update of the document would occur in a minimum of five years, but given the last couple of years, 2020 and 2021, and the increase in bicycling and electric bikes, she would like to know when the next round of crash data would come out and if there was an opportunity to update this document in less than five years.

Mr. Martin stated that the crash data covered five years between 2015 and 2019. He stated that we are in 2021 and the State published data only goes up to 2019 currently. He stated that there is data added every year. He stated there might have been less travel during COVID in the last couple years. He stated that, in a couple years, it will be interesting to take another look to do a comparison pre-COVID with COVID.

Vice Chair Harden stated that she wanted to see crash data particularly around Shark Bay and the schools with so many more students biking to middle school and we are seeing more bikes on the road. She would like to see if the trend will change the crash data.

Vice Chair Harden noted that there was a PowerPoint slide that showed the severity of the injuries and the fatalities in Laguna Niguel were low compared to other Cities. She stated that this data showing the breakdown was not provided in the report.

Mr. Martin acknowledged that the table was not included in the report and was only presented in the PowerPoint slide.

Vice Chair Harden stated that she would like to see the table in the report.

Commissioner Betonte stated that she noticed that the working group was more of an executive committee and asked the consultant if, based on your experience, working groups consisted of smaller breakout groups. She stated that the working group could enlist more community involvement not only with high school and

senior citizens groups but also e-biker clubs that are probably going to be starting up soon if they haven't already, motorcycle groups, bike groups, and high school students to help figure out what would influence them to put that phone down and diminish distracted driving, same thing with our senior citizens, likewise engaging our local courts. She proposed a diversion program so that if a senior citizen or anybody gets caught speeding or in an accident that, in lieu of financial penalties, they are diverted into a program that helps the City of Laguna Niguel come up with solutions to solve some of the problems that we're having with some of these subgroups. She inquired if there is anything that other communities do that's more unique than the typical things that we've seen on a day to day basis.

Mr. Martin stated that a lot of the things mentioned by Commissioner Betonte are within the realm of possibility. He stated that that degree of public engagement with focus groups or with youth or with other ages is all something that can happen in the future. He stated that it's a matter of how much the City wants to grow the range of engagement. He stated that at the very least, we wanted to make sure we talked to anyone who's related to travel safety such as law enforcement, the school district, Orange County Health Care Agency, and OCTA. He stated that the City can open this up to a wider audience with focus groups. He stated that the public engagement could also be rolled into other things like the General Plan update or a dedicated bicycle/pedestrian/active transportation plan. He stated that these types of engagement do not have to be restricted to the Local Roadway Safety Plan.

City Traffic Engineer Nguyen stated that, per the State grant requirements, the State had envisioned that the City reach out to these groups to discuss the goals of the LRSP and that the City can take the extra step to engage the community for input. She stated that as part of the plan, we do have community engagement to address a lot of the issues, so the plan itself does advocate community engagement, but in the process of putting the plan together, the State had originally just envisioned these particular groups in the County and at the local level.

Commissioner Johns stated that he appreciated the report. He stated that it was very detailed and very easy to read considering what it was. He noted that he saw from 2015 to 2019 in the report, our numbers of collisions has drastically dropped. He stated that we were at a high of 289 at one point and we're down to 254, so obviously what we are doing already seems to be helping quite a bit with the collisions in our City and that's documented in the report. He stated that he appreciated that was easy to see. He stated that the one thing that struck him was that 88% of the collisions are in or near intersections where the schools are, so out of 254 accidents that we had last year in our City, 237 of them were at those intersections. He stated that there is something we need to do there and we need to make sure that's a priority that we look at that. He stated that he saw that we were 62nd out of 102 cities with intoxication of people under the age of 21, but then when he looked further, it was one person. He stated that even though we're 62nd, it's kind of deceiving that that was there. He stated that the read was easy and it was really good, but in a couple of places, he cringed when he read that we're going to do those things that are easy and not expensive, that don't cost much. He stated that what we need is that we can do them without City Council having to approve the funds that are available that we can spend for certain things

so maybe we can reword that so that it doesn't look like we're only doing those things that are not expensive. He stated that he doesn't think safety has anything to do with the cost. He stated that it struck him wrong when he read it. He stated that he knew what we meant by it, but he thinks we can clarify that. He stated that, other than that, it was a fantastic report.

Chair Kinney stated that his two points were covered by the other Commissioners and asked for a motion to approve.

Council Member Minagar stated that before the Chair can move to a motion on this, this is a public hearing because we are using it as a special meeting for the Traffic and Transportation Commission, and by law based on the LRSP statutes in the State of California, this is a forum for everyone to input their comments because then it's going to jump from here to the City Council for the ratification. He stated that this is the only opportunity for us as well as anyone in the audience to echo and all comments have to be recorded and it has to be integrated as a part of the full report that is going to be submitted later on. He stated that it's going to come to the City Council to ratify it, it's going to go to Caltrans District 12 for their review, and then it goes to CTC and Caltrans headquarters for their approval. He stated that he has quite a few technical questions because this is the only time that he has and this is the only forum that he can use to echo his feedback. He stated that the report mentioned that the SWITRS report was used and asked if the TIMS report was used.

Mr. Martin stated that they looked at both data sources to be able to pull crash data.

Council Member Minagar acknowledged that the consultant compared the database from UC Berkeley with SWITRS from Office of Traffic Safety. He inquired if the consultant then did an aggregation of the two.

Mr. Martin stated that typically, the SWITRS data is not the interface.

Council Member Minagar stated that SWITRS is not user-friendly and it just populates everything because it's a report from the Police Department or Sheriff's Department to CHP and Office of Traffic Safety. He stated that as long as you used TIMS, you need to mention that in the report or it's illegal. He stated that you need to mention that you downloaded all the TIMS databases because UC Berkeley does all the number crunching for you and they create the heat maps for you, with clusters. He stated that when you got to the TIMS report at UC Berkeley, they do show not only the data from Office of Traffic Safety/SWITRS report which is from our Sheriff's Department, but also if you scroll down, it has ATP databases, and it does have SRTS, state and federal. He inquired if the consultant reviewed those two documents in conjunction with this. He noted that one of our Commissioners mentioned the bikers and the pedestrians and what you get from SWITRS is highly concentrated on the motoring public. He stated that we want to see what are the activities surrounding the schools, the elementary schools in the city, the middle schools, which is very crucial. He stated that we don't have any high schools here. He stated that he wanted to make sure that those are included in the assessment before this report comes to the City Council because it's going to be too late. He stated that we do not want to send it back from the City Council

to the Traffic Commission. He stated that he is trying to help staff get to the finish line so that the report not only would be complete but it will be comprehensive so that it will serve the residents of this City because we were lucky that we were able to get funding to do the LRSP which is a platform for getting funding for HSIP projects. He inquired if the consultant used SRTS, state or federal.

Mr. Martin stated that the crash data includes all that information for the safe routes, the crashes affecting youth. He stated that it's all encompassed in the data that we pulled from SWITRS and TIMS.

Council Member Minagar inquired if the consultant combined them in this report that was presented which is in the public domain that anyone can review as a matter of public record.

Mr. Martin confirmed.

Council Member Minagar stated that, with regard to the stakeholders, he noticed that OCTA, Sheriff's Department, and Capó Unified School District were included. He inquired about any citizen groups such as Chamber of Commerce or e-bikers. He stated that maybe we haven't established the e-biker groups yet but pretty soon we are moving in that direction because the elected officials get a lot of requests from citizens that the City ought to be doing this. He stated that our Sheriff's Department and our Public Works are working in sync to make sure that we do the best for the City and we are way ahead of other Cities in Orange County. He stated that he saw one of the ambulance companies listed as a stakeholder. He inquired if the consultant got any data or reports from them.

Mr. Martin stated that part of the goal of that stakeholder working group was to address emerging technology and emergency responders. He stated that there were a series of prompts for the various stakeholder working groups, for example, Enforcement or Emergency Response: Are there any issues going on within your jurisdictions? He stated that his firm is doing the LRSP for King's County in the central valley.

Council Member Minagar noted that it is a rural county.

Mr. Martin stated that in Laguna Niguel, ambulance providers can use Crown Valley Parkway and go straight on to the hospital. He stated that the City of Laguna Niguel has traffic signal synchronization, optimization, preemption, and so on. He stated that in King's County, in these other jurisdictions and throughout those wide expanses in the State of California, ambulance providers have issues with response times. He stated that it's problematic to go to a hospital that is 10 or more miles away, so in a place like King's County, we're finding that the emergency response, and having the ambulance provider involved, guides the recommendations. He stated that in Laguna Niguel, we had Falck, the ambulance provider, to be able to do that double check, but the reality is that the Public Works Department is ahead of the curve on that and has already got the typical solutions. He stated that we went through those prompts with the various groups, with the school district, with Orange County Public Health, and with OCTA. He stated that if there is an interest in trying to make the focus groups happen, then certainly that can be done in the future going forward.

Council Member Minagar stated that because this is a special meeting of the Traffic and Transportation Commission, it serves again as a public hearing. He inquired if the purpose of this special meeting was accentuated or amplified so that the citizens can come here and hear about this and provide input. He inquired if there is anything with regard to the LRSP on the City's website.

City Traffic Engineer Nguyen stated that the agenda and the report are posted on the City's website.

Council Member Minagar inquired if, on the City's website, there was anything standalone as LRSP or public meeting or public input is needed.

City Traffic Engineer Nguyen stated that this is a special meeting because the report wasn't ready when staff originally anticipated to take it to the Traffic Commission in October. She stated that staff didn't want to hold the report until 2022 which is why staff called for this special meeting to be able to present it to the Traffic Commission this year. She stated that whenever there is an opportunity, staff lets the public know that there is a Local Roadway Safety Plan that's being developed. She stated that the report is on the website as part of this meeting agenda but there isn't a special page dedicated to the study. She stated that the purpose of this meeting isn't to solicit input as part of a public hearing and that this is a special meeting only because it is not part of the regularly scheduled meetings.

Council Member Minagar stated that he understands because of the Christmas holiday and complexity of that. He stated that, again, he wanted to save time before the report comes to our City Council Meeting. He stated that he is helping the City to make sure that we get the full funding from the State of California. He stated that the State is going to do all the checkmarks, how the public was informed. He stated that, after this meeting, he suggests to upload this presentation and document to the City's website and spelled out, "Local Roadway Safety Plan." He stated that a lot of Cities in California have done that and he checked it before coming to the meeting. He stated that he does not want to add more layers, but it's a process that we have to comply and conform. He stated that he noticed that there are eight intersections and seven segments that were identified as priorities in the report. He stated that the LRSP manual, which is dated 2020, the Bible of the State of California for LRSP, requires that we look at the top 10 to top 15. He asked the consultant, when you have eight intersections and seven segments, was it because we did not have any other crashes of any significance? He inquired why a minimum threshold of 10 locations was not met.

Mr. Martin stated that the list certainly could grow and that the locations were identified based on the engagement with the stakeholder working group and crash data. He stated that we can grow that list, if desired, up to 10.

Council Member Minagar stated that our Traffic Commission is going to make a vote on this, then send it to the City Council. He stated that you'd have to be an engineer to see how many intersections or segments are required. He stated that the City Council does not have the manuals to look into it. He stated that he wanted to make sure that anything that is determined tonight, that our great

Commissioners would be voting upon it, that we are not deviating from the requirements. He stated that when the report comes to the City Council, it will be too late for us to add locations to it.

City Traffic Engineer Nguyen stated that staff will definitely incorporate the comments received tonight by the City Council and the Traffic Commission and make those changes before the document is brought before the City Council for adoption. She stated that the recommendation can be modified to state that these changes be made to the report and then recommend it to the City Council for adoption.

Council Member Minagar stated that his final question is the most critical one. He stated that he noticed that you have countermeasures, countermeasures need to come up with specific engineering solution for that cluster of crashes, as part of that, did you look at other intersections within the city, about 82 signalized intersections in the city, how many other potential locations would fall into that category, if they happen to be on one of the SWITRS reports that we've had traffic crashes there, so that we can use it as a location to improvise, to enhance, to improve the quality and the type of control devices that we have, so as a part of that, do you know that there are locations that 1) to add for those retroreflective backplates and 2) to change the lenses from 8" to 12".

Mr. Martin stated for everyone's benefit, 8" and 12" is the size of the lenses as you approach the traffic signal. He stated that historically, 8" was used at a lot of traffic signals, and as signals get upgraded, the new standard is 12".

Council Member Minagar stated that he is done with all his questions in the interest of time. He stated that he just wanted to make sure from a legality perspective, all these elements are incorporated so that we get the full funding. He inquired if it is 80/20 or 90/10?

City Traffic Engineer Nguyen stated that the grant that the City received from the state was \$54,000 and it was based on population.

Council Member Minagar stated that he knows that but would like to know the percentage. He inquired if it was 10% or 20%?

City Traffic Engineer Nguyen stated that she would have to do the math. She stated that it was about 35%.

Mr. Martin stated that the Local Roadway Safety Plan was funded primarily by a grant. He stated that the State said, "you need to do this, and fortunately we have some funding for our mandate." He stated that the State did provide some funding opportunities and that the majority of this effort was funded by the State grant and the City provided a match.

City Traffic Engineer Nguyen stated that the grant has minimum requirements. She stated that staff is making sure that we are meeting those requirements so that we can keep the grant. She stated that the reason the City contributed a little bit more to this effort is because we went a little bit above and beyond the minimum requirements of the grant. She stated that the grant didn't ask for an

implementation plan. She stated that the document gives you the general direction of where the City wants to go in terms of its safety improvement plans. She stated that we took the extra step to put together a more concrete schedule and we also asked Mark Thomas to look into funding opportunities so that we can implement a lot of the improvements that are proposed in the plan.

Commissioner Betonte inquired if this plan was a living document so that it can be amended on an on-going basis to fit the needs of our community. She wanted to confirm that we're not limited to the four corners of this document so we can springboard into other intersections if we want by amending the plan through a formal or an informal process.

City Traffic Engineer Nguyen stated that Commissioner Betonte was correct and that the State did say that this is a living document and wanted to make that very clear which is why they recommended that the document be updated every five years and that is just a recommendation. She stated that, as Vice Chair Harden requested, we can update this document more frequently and staff is proposing that we meet with our stakeholders every year to reevaluate the improvements that are proposed in this plan and see if it is still current to meet the changing needs of our City. She stated that it is a living document, and we can certainly make changes as needed. She stated that it doesn't even have to be every year and that staff can make changes as needed.

Council Member Sharma thanked staff for the presentation and stated that, unlike this piece of paper with the heat maps and the accidents or maybe an intersection in the middle of Kansas, Laguna Niguel has a lot of rolling hills. He stated that he would like to draw attention to Golden Lantern past Hidden Hills Road going down towards Crown Valley Parkway and then Paseo De Colinas down towards the Gateway. He stated that those specific areas illustrate the rolling hill nature of Laguna Niguel, and he would be very curious to understand not only were there accidents in these areas or these specific areas, but did the accidents occur on the ascending side of the road or the descending side of the road. He stated that if he could overlay the map of speed feedback sign locations in the City, there's nothing relative to speed feedback signs on any of the descending aspects of our intersections. He stated that he does not know if that would be a solution that would assist, but extra attention to the descending side of the road would be warranted, specifically in that area. He stated that, as was mentioned before by a couple of the Commissioners, there are schools located in the area and that a lot of students travel in the area throughout the course of the day. He stated that as he looked at the proposed education resources, he thinks it's important that we still talk about speeding. He stated that speed and cell phones become a bit passé where people stop paying attention to it, but it's probably a bit more in tune with the seasonality that we are going through right now to draw additional attention to weather conditions. He stated that we are getting into a rainy season, oils after the first rain, and a lot of people don't understand the dynamics of how that works and how that affects the ability to transport oneself in a vehicle. He stated that additional attention should also be paid towards the wear and tear of vehicles, such as worn-down tires, inappropriate window cleaning systems such as windshield wipers, etc. He stated that if you are trying to educate, going beyond the "don't text and drive" and "don't speed" can help people understand how to mitigate damage relative to transportation to themselves and their families.

Mr. Martin stated that, in general, staff was not trying to say “here’s what your message should be,” but that Council Member Sharma’s thoughts are definitely valid and is the type of thing that staff can work with the communications team to say. He stated that speeding might be a focus area and we want to get the word out and it could cover these types of things. He stated that in some jurisdictions, they have issues with westbound travel, going into the sun this time of year being difficult, or we see a lot of Cities that have customized messaging around the time change, managing driving behavior and the change patterns, so all that can be rolled into messaging and education. He stated that our document provides the springboard for the City to say that education is important and we need to do it. He stated that the document contains the topics and each of the messages can be customized.

Council Member Sharma stated that it would be really interesting to see what the study says about the descending and ascending accidents.

Mr. Martin stated that he took notes on the locations.

Council Member Sharma confirmed that the locations include Hidden Hills Road going down towards Golden Lantern, there’s a school, and it crosses over to Paseo De Colinas, and if you take a right there and go down Paseo De Colinas, it goes downhill again. He stated that both of those are very steep descending hills.

Mr. Martin stated that staff will take a look at the descending and ascending locations mentioned. He stated that some of the crash data from the State is aggregated down and staff will have to take a look if staff is able to discern directionality of the crash data and possibly work with the Sheriff’s Department to obtain this data.

Council Member Sharma stated that we should focus our resources there instead of covering the entirety of the road if we know the majority of accidents are happening on one side versus the other, or in one direction versus the other.

Mr. Martin stated that when staff went through the crash data in the first meeting with Sergeant Flores and Deputy Bucaro, their heads were nodding in agreement. He stated that it was information that they can confirm from doing enforcement within the City. He stated that Council Member Sharma’s intuition probably matches what the officers are seeing.

Vice Chair Harden stated that she had a question regarding adding to the list of intersections and roadways. She asked if we are required to add to that list and, if so, if staff is going to add to the list that we make sure it doesn’t dilute the priority roadways and intersections that are currently identified. She stated that if we are going to add them, note that they’re not as much of a priority. She inquired if this was a requirement of the grant.

Mr. Martin stated that he would double check and go through the checklist and verify that everything is fully addressed and that it doesn’t create some sort of conflict.

Chair Kinney asked if City Traffic Engineer Nguyen can reword the recommendation.

City Traffic Engineer Nguyen stated that the original recommendation was that staff recommends that the Traffic and Transportation Commission recommends that the City Council adopt the City of Laguna Niguel Local Roadway Safety Plan. She stated that the new recommendation would be that staff recommends that the Traffic and Transportation Commission recommend that the City Council adopt the LRSP amended to incorporate the comments received at the Special Traffic and Transportation Commission Meeting on December 8, 2021.

A MOTION was made by Vice Chair Harden, seconded by Commissioner Johns, to recommend that the City Council adopt the LRSP amended to incorporate the comments received at the Special Traffic and Transportation Commission Meeting on December 8, 2021.

Motion carried 4-0-1; with Commissioner Clements being absent.

STAFF, CITY COUNCIL, AND COMMISSION COMMENTS

City Traffic Engineer Nguyen provided updates on the Heather Ridge Costco Traffic Study, Travel Time and Delay Studies, and Pacific Island Drive Traffic Calming Improvements.

City Traffic Engineer Nguyen stated that, on behalf of the staff, she would like to thank the City Council and Traffic Commission for their support of staff's recommendations this year. She stated that we are happy to serve you and look forward to another great year ahead.

Police Services stated that they had nothing to report.

Council Member Sharma stated that he had nothing to add or report.

Commissioner Johns wanted to wish everyone a Happy Holidays and hope everybody's safe and see you next year.

Vice Chair Kinney asked if staff knew which Commissioners were being termed out.

City Traffic Engineer Nguyen stated that she would check with the City Clerk and get back to the Traffic and Transportation Commission.

Vice Chair Harden inquired if the City has ever considered developing a residential traffic calming plan or handbook that provides a more robust toolbox.

City Traffic Engineer Nguyen stated that the City has a Traffic Manual that is a very technical document that staff uses to address concerns received from the community. She stated that staff was in the middle of updating the Traffic Manual, but with the shift in priorities, it was placed on hold. She stated that staff can finalize the update and bring it before the Traffic Commission. She stated that staff can update the toolbox in the document.

Vice Chair Harden inquired if staff is pursuing grants for a pedestrian/bicycle or active transportation master plan.

City Traffic Engineer Nguyen stated that the Community Development Department is updating the General Plan and will be looking at updating the various elements of the General Plan in the near future.

ADJOURNMENT – Chair Kinney adjourned the meeting at 8:31 p.m.

Respectfully submitted,



Cyndee Wilcox
Traffic and Transportation Commission Secretary