

## Area 11 Traffic Study Presentation – Follow Up, February 16, 2021

Dear Area 11 Residents,

Thank you for joining us on February 3<sup>rd</sup> to discuss the Area 11 Traffic Study. As requested, and promised, I would like to review the next steps to implement some of the traffic calming measures recommended by the Traffic Engineer, and collaboratively discussed with the Transportation Committee, and the Area 11 residents.

- Per Section 6.2 in the Traffic Study, Striping Modifications, painted red curb markings – The traffic engineer recommended that red painted curbs be installed 15-25' from each corner of the side street leg of each direction to improve sight distance. The Transportation Committee agreed with improving the corner sight distance but recommended painting a solid white line from the last parking “T-mark” that will curve towards the face of the curb at the corner and be filled in with diagonal white lines, preventing cars from parking on or near the corner. (Similar white line painting can be found on Gabrielino, south of California Ave. on the west side of the street, and on the west side of Owen Ct. between California Ave. and Vista Bonita Dr.) The residents who attended the presentation support the Transportation Committee’s recommendation.
  - Update: After a detailed review of the parking stall layout provided by the engineer, existing corner site distances, and fire hydrant locations, it was determined the painted red curb works better in some locations to enhance safety. In addition, the California Fire Code states no parking within 15-feet of either side of a fire hydrant. Multiple fire hydrants in Area 11 were blocked during a recent observation. Therefore, curbs will be painted near all fire hydrants in Area 11. You will see a combination of white striping and painted red curb throughout Area 11.
  - ICHA is scheduled to complete a new coat of slurry on Truth and Angelou Streets the week of February 16<sup>th</sup>-19<sup>th</sup>. The white lines can be painted as soon as the slurry is dry. The painting is scheduled for February 22<sup>nd</sup> and 23<sup>rd</sup>, weather permitting.
- Per Section 6.2 in the Traffic Study, Striping Modifications – The traffic engineer recommended a solid 6-inch white painted edge line to delineate the boundary between the parking lane and the travel lane. The Transportation Committee recommended painting “T-mark” parallel parking marks instead of solid white lines to reduce the amount of line work and prevent making the street feel like a larger arterial roadway. The residents supported the “T-mark” painting recommendation. ICHA is scheduled to complete a new coat of slurry on Truth and Angelou Streets the week of February 16<sup>th</sup>-19<sup>th</sup>. The parking “T-marks” can be painted as soon as the slurry is dry. The painting is scheduled for February 22<sup>nd</sup> and 23<sup>rd</sup>, weather permitting.
- Per Section 6.2 in the Traffic Study, Double-yellow centerlines – The traffic engineer recommended a double-yellow centerline with yellow raised pavement markings to be installed the full length of Turing Street. The Transportation Committee discussed reducing the center line paint down to a single yellow line. This idea was shared and discussed with the residents during the February 3<sup>rd</sup> meeting. A conclusive decision was not made by the conclusion of the meeting. As ICHA understands, there was concern about painting center lines on the streets. Therefore, the plan is to first install 15 MPH advisory signs, paint parallel parking T-marks, and

investigate the possibility of installing speed humps/cushions. The decision to paint a centerline could be considered after the initial traffic calming measure are installed and observed for a period of time.

- Per Section 6.3 in the Traffic Study, Speed Limit Advisory Sign (W13-1P) – the yellow-black sign with black lettering which states, “15 MPH”, will be placed on both sides of the following streets: Coltrane Ct, Angelou St, Turing St, Graham St, Ride St, Truth St, and Howser St. The signs have been ordered and should be installed by the end of February 2021.
  
- Per Section 6.4 in the Traffic Study, Speed Cushions/Humps – The engineer states that the only street that generally qualifies for installing speed humps would be Coltrane Ct., between Angelou St. and Howser St. The Transportation Committee initially recommended that we observe if there is a change in traffic behavior over the following months as a result of street striping and posting of 15 MPH signs, and then discuss if speed cushions/humps were necessary. Based on the feedback from residents who attended the February 3<sup>rd</sup> meeting, there is a strong interest in installing speed cushions/humps on Coltrane Ct., Turing St, Graham St, Angelou St, and Howser. The traffic engineer determined that Turing, Graham, Ride, Howser, Truth, and Angelou did not warrant the installation of speed humps, but as a last resort they could be installed on these streets by gathering supporting votes from at least 67% of the residents on the respective street. ICHA will prepare an official electronic survey and distribute it to each household on the streets mentioned above. One vote per household will be allowed. We anticipate this survey will be sent out the week of February 22, 2021. If speed humps are supported by the residents on these streets, the following process and timeframe will be necessary:
  - Prior to installing speed cushions/humps, ICHA’s Manager of Planning and Construction, Bryce Bunker, will work with a civil engineer, the UCI Fire Marshall, and the Orange County Fire Authority (OCFA) to determine the location of each speed cushion/hump and submit a plan for review and approval. Please see below for a brief background on OCFA’s traffic calming device guidelines:
  - The Orange County Fire Authority (OCFA) is committed to providing quality emergency services to the community as quickly and efficiently as possible. The goal is to maintain or improve OCFA’s average response time. Towards that effort, OCFA uses 5 minutes as our evaluation criteria when reviewing the installation of speed humps or other traffic calming features that impede our ability to provide emergency services. Most types of traffic calming devices slow the fire department’s response to an emergency by approximately 10 seconds per device. In responding to both fire and medical emergencies, seconds count. Consider this; irrevocable brain damage occurs within 3 to 5 minutes from when a person stops breathing, and a small fire in a trash basket can grow to a fully involved bedroom fire within 2 to 3 minutes...seconds count.
  - Per the 2019 California Fire Code (CFC) Section 503.4.1, traffic calming devices shall be prohibited unless approved by the fire code official. These guidelines apply to private streets within OCFA jurisdiction to which emergency response may be necessary. When necessary, the engine company will conduct a “time trial” using the 5-minute evaluation criteria. Once the local engine company has conducted the time trial, the applicant will

receive a written response indicating an approval or denial based on the evaluation results. The applicant should allow 30 days for the response to be sent to them. Some cities within OCFA jurisdiction require that the City Traffic Engineer (or UCI Fire Marshall in this case) review and approve the proposal for traffic calming devices. This could add more time to the approval/denial response time.

- ICHA has started the discussion with a local civil engineer. We have reached out to the UCI Fire Marshall and OCFA as well. If vote response indicates support for the installation of speed humps/cushions, the official submittal requirements will take a few weeks to prepare. Once submitted to the UCI Fire Marshall, the plans will be sent out to OCFA. OCFA has 30 days to review and provide written notice indicating an approval or denial. This process is expected to take at least 60 days. At this time, the ordering, shipping time frame, and installation time cannot be determined. Pending the review and required approval by the UCI Fire Marshall and OCFA, the estimated installation could be May 2021 at the earliest.
- The topic of potentially closing off vehicular access along Coltrane, west of the intersection with Howser, was brought to ICHA's attention by several residents participating in the February 3<sup>rd</sup> meeting. This idea was not presented or discussed in the Traffic Study or by the Transportation Committee. While there were many unknowns during the discussion on February 3<sup>rd</sup>, ICHA's Manager of Planning and Construction, Bryce Bunker, offered to investigate the idea and report back. The following initial challenges will need to be considered:
  - During the February 3<sup>rd</sup> meeting, an unofficial suggestion was made by the Transportation Committee about possibly painting the street to indicate no through traffic was allowed instead of constructing a physical barrier. This may help allow buses, delivery services, and emergency vehicles to pass through.
  - OCFA requires two points of emergency access to a neighborhood with more than 150 homes (Area 11 has a total of 284 homes). Area 11 emergency access is currently provided on Coltrane Ct. on the west side, and Turing St. via Anteater to the east.
  - ICHA worked with the Irvine Unified School District (IUSD) to design, install, and add a new school bus route to accommodate families in the new Areas 10 and 11. The bus stop location on the corner of Howser St. and Coltrane Ct. provides an efficient bus route to pass through Area 11, west through Area 10, and onward to additional bus stops in University Hills. If we were to close through access on Coltrane Ct. at Howser St., there is a risk that the bus would no longer stop in Area 11. When the stop was originally planned with IUSD, we were informed that the bus would not loop in and out of Area 11 if only one point of access was provided. It was most efficient for the bus to pass through Area 11 and proceed onward to the next stop. The next closest bus stop is located at Gabrielino Community Park. ICHA will revisit this impact with IUSD.
  - ICHA will discuss potential impacts with local postal service routes as well. TBD.
  - Based on the discussions that need to occur prior to considering closing off vehicular access on Coltrane Ct., and then designing something that might be allowed, the investigation period is estimated to take 1-2 months at minimum. ICHA will provide updates as they become available.

Please keep an eye out for updates. Thank you for the collaborative effort.