



**CITY OF HEMET**  
**Traffic and Parking Commission Minutes**  
**Wednesday, March 8, 2006**  
**8:00 AM**

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**City Council Chambers**  
**450 E. Latham Avenue**  
**Hemet, CA 92543**

The meeting was called to order a 8:10 AM by Chairperson Walters.

**ROLL CALL:** Chairperson Dan Walters; Chair pro tem Gareth Modica; Commissioner Michael Asher; Commissioner Don Berry; Council Member Roger Meadows; Planning Commission Liaison, Eric McBride.

**Members absent:** *All members present.*

**STAFF PRESENT:** Mike Gow, Public Works Director; Office Specialist, Megan Caines; Traffic Sergeant Joe Nevarez; Traffic Corporal Randy Young.

- 1. FLAG SALUTE AND MOMENT OF SILENCE:** Chairman Walters
- 2. Approval of Minutes of February 8, 2006.**  
Commissioner Berry moved to approve minutes as presented. Motion seconded by Commissioner Modica, and carried 4-0.

*Public Works Director Mike Gow moved to Agenda Item 9.*

**9. Garland Way Traffic Issues**  
**(Local Residents)**

Gow reported that the issues here have been reported many times and at the last Traffic Commission meeting, Staff (with the Police Department) was directed to perform a number of duties.

Traffic Sergeant Nevarez reported that the Police Department performed all of the informal, requested tasks, with the exception of placing a speed trailer on Garland Way, and conducted several speed surveys. Using several different officers, at several times during the day, P. D. observed traffic patterns along Garland Way and compared them to previous year's data.

Corporal Young reported that according to the data, and the observations of the officers on site, there is not a speed problem along Garland Way. Statistically, the patterns of behavior exhibited by drivers has not changed at all in the single year since the last, 24-hour traffic study. Corporal Young explained in detail the definition and significance of the "85- percentile", being that 85% of the drivers on Garland Way are driving at a speed of 40 mph or less (the speed limit on Garland Way is 35 mph). Also, as was the case for the previous study, the greatest speeds and volume of vehicles were observed, not at night, but at approximately 2:00 p.m. to 3:00 p.m.

Sergeant Nevarez reported that the officers did not want to impact the study (their obvious presence

would impact driving patterns), and as a result did not place a speed trailer on Garland Way.

Gow reported that Staff recommends, given the findings of the Police Department, the placement of a 3-way stop on Garland Way at Whittier.

*Chairperson Walters opened the floor to public comment.*

*Carl Marana (2168 Garland Way)*

Mr. Marana expressed his appreciation for the Police Department's effort, but would prefer a 24-hour survey be performed.

Corporal Young reiterated that the last 24-hour survey was done in 2005.

*Mary Stonebreaker (2197 Garland Way)*

Ms. Stonebreaker read a statement from her neighbor requesting a stop sign and crosswalk be put in mid-block on Garland Way, and asked about the striping issue: would on street parking still be allowed if the street is striped?

*Conrad Nash (2163 Garland Way)*

Mr. Nash acknowledged the information presented by the Police survey, however, as a resident, he has heard tires squealing as people round curves in the road; and is concerned for the senior citizens who must cross the street to retrieve their mail from the community mailboxes.

Councilperson Meadows informed the residents that any decisions made by the Commission may be appealed to the City Council.

Gow responded to the citizen's concerns that Staff would be unable to support crosswalks in uncontrolled locations (i.e. mid-block).

***Commissioner Asher moved to accept Staff recommendation to install a 3-way stop at the intersection of Garland Way and Whittier, with no action to be taken regarding additional striping of Garland Way. Motion seconded by Commissioner Modica, and passed 4-0.***

*Gow requested that discussion move to Agenda Item 4.*

#### **4. Tracts 31807 & 31808 - Street Name Approval (Veronica Banuelos, City Building Department)**

Gow reported that these names are for the Del Webb community, located at Warren Road and Mustang Way. The Commission received a revised staff report, due to the fact that several of the original names failed to meet City requirements. Unacceptable names were screened out, remaining names meet U.S. Post Office and MSGA-911 approval, and Staff recommends acceptance of the names submitted.

Councilperson Meadows stated that he did not believe this type of issue ought to go through the Commission, stating that approval from the emergency agencies should be sufficient.

Chairperson Walters asked for input from the Police Department.

Sergeant Nevarez replied that P. D. would not have a problem with the names listed.

***Commissioner Modica moved to accept Staff recommendation to accept the street names as submitted, per the revised staff report. Motion was seconded by Commissioner Asher, and passed 4-0.***

**5. Installation of Red Curb and “City Vehicles Parking Only” signs on Buena Vista, from Corner to the First Northerly Driveway & Installation of “One Way” Eastbound Alley behind Covell Building.  
(Internal City Request)**

Gow reported that currently that section of street is being used by the Fire Department to park their City vehicles, as it allows for better response time, when necessary. With regards to the alley, north of the Covell Building, there are currently no restrictions on travel. The alley is not wide enough to accommodate 2-way traffic, and sight distances for exiting traffic could be longer, especially when City vehicles are parked on the street, as they usually are. For these reasons, Gow states, Staff recommends the curb along Buena Vista be painted red, “City Vehicle Parking Only” signs be placed, and the alley north of the Covell Building be restricted to eastbound traffic, one-way only, from Buena Vista to Franklin.

When asked by the Commission for his opinion, Sergeant Nevarez said he “whole-heartedly agreed” with Staff’s recommendation. However, Sergeant Nevarez also expressed some concerns for the patrons of the businesses located at the corner of Franklin and Florida. These patrons would need to access their parking from Buena Vista rather than Franklin, which is closer.

Gow acknowledged Sergeant Nevarez’s concerns; these patrons may still use the alley to get from Buena Vista to Franklin, but the one-way direction creates a safer traffic flow pattern.

***Commissioner Berry moved to accept Staff’s recommendation for installation of red curb and the placement of “City Vehicle Parking Only” signs along the east side of Buena Vista, along the Covell Building, and the restriction of travel in the alley to eastbound, one-way only. Motion was seconded by Commissioner Asher, and passed 4-0.***

*Gow requested that discussion move to Agenda Item 8.*

**8. “Do Not Block Intersection” signs on Florida at Carmalita and Harvard Streets.  
(Anne Jennings, 1156 Griffith Way)**

Gow reported that this issue had been brought to the Commission before and staff agrees with the placement of the signs. Staff recommends direction be given to begin the coordination required to get approval from CalTrans to place “do not block intersection” signs on Florida at Carmalita and Harvard Streets.

***Commissioner Berry moved to accept staff recommendation to begin coordination with CalTrans for the placement of “Do Not Block Intersection” signs on Florida at Carmalita and Harvard Streets. Motion seconded by Commissioner Modica, and carried 4-0.***

*Chairperson Walters voiced that the Commission would be willing to write a letter to CalTrans in order to facilitate placement of the signs.*

*Gow requested that discussion move to Agenda Item 10.*

**10. Request to Paint Speed Limit on Pavement - Lincoln between Lake and New Chicago  
(Carmen Morin, 5598 Lincoln)**

Gow reported that the Commission has already addressed this issue, and addressed the accident referenced in the letter submitted to the Commission. At the time of the accident, similar measures were discussed and not installed. Staff recommends not to paint the speed limit onto the pavement.

Chairperson Walters asked Sergeant Nevarez his opinion on the subject. Sergeant Nevarez responded that speed limits painted on the pavement do not make any difference: what is important is if the public is paying attention to existing signage.

Chairperson Walters asked Gow about maintenance. Gow replied that this action is very high maintenance: any street work, any trenching and general wear-and-tear would require replacement of the markings. Cost is not necessarily the issue, Gow concluded, so much as time for something that does not provide an expected benefit

***Commissioner Modica moved to accept Staff recommendation that staff be not required to paint the speed limit on the pavement on Lincoln, between Lake and New Chicago. Motion seconded by Commissioner Berry, and passed 4-0.***

**11. Commercial Truck Parking - Remove Tanya Avenue as designated area for Commercial Truck Parking.  
(City Public Works Department)**

Gow reported that currently the City has allowed commercial truck parking on three relatively undeveloped streets, including Tanya Avenue. Given the increased activity on Tanya and the regular travel of large City vehicles the parking of commercial trucks impedes vehicular traffic, by limiting available width for opposing vehicles. Gow showed pictures of Tanya to illustrate the point. While San Jacinto and the County of Riverside have completely eliminated commercial truck parking within their jurisdictions, the City of Hemet is not yet to that point, as commercial parking is still allowed on Elk Street and Wentworth Drive. Staff recommends that commercial trucking be eliminated from Tanya Avenue.

***Commissioner Berry moved to accept Staff recommendation to remove commercial truck parking from Tanya Avenue. Motion seconded by Commissioner Asher, and passed 4-0.***

Commission suggests that temporary "No Parking" signs be posted to notify truck drivers of the change.

*Gow requested that discussion move to Agenda Item 6.*

**6. San Jacinto Esplanade Center - Review Map.**

Gow reported that although the development in question is located in the City of San Jacinto, handled primarily by the City of San Jacinto, he wanted to keep the Commission informed of all new issues. A developer is looking to put a traffic signal on Esplanade, mid block, to allow left turn access to the retail center. Staff requests the Commission indicate a consensus regarding this development.

Planning Commission Liaison McBride asked for verification of the location and was informed that the signal would be installed on Esplanade, between Kirby and Sanderson.

Additionally, Gow reported that the traffic signal will only benefit the shopping center, as there are no warrants to justify or invalidate its installation.

Councilperson Meadows asked after the cost to the City, while Chairperson Walters inquired if Staff had any suggestions.

Gow replied that given the traffic signal is developer driven, Staff would be unwilling to recommend contributing to its installation. Additionally, Staff would request the signal be installed at the ultimate right-of-way for Esplanade, allowing for the eventual widening of roadway. Finally, Staff would also insist that the placement of the traffic signal on the south side of Esplanade not interfere with the General Plan, nor with any existing access points.

The Commission agreed with Staff's opinion on the matter.

*Chairperson Walters released Commissioner Modica at 9:18 a.m., given he is recovering from surgery.*

## **7. Traffic Calming Features**

*Informational.*

Gow reported on various traffic calming features commonly in use.

*Chairperson moved discussion to Agenda Item 13.*

## **13. Public Comments**

*Informational.*

*Scott Garrett, 935 N. Girard*

Mr. Garrett presented a response to Gow's report on Traffic Calming Features. With regards to curved streets, the safety is in the radius of the curve; the greater the radius the wider the turn, the higher the speed that will be driven. Additionally, there have been studies (he did not have the studies or statistics on hand) that suggest that narrowing street widths from 36 feet to 24 feet reduced accidents by approximately 50%. Drivers are made uncomfortable by narrow streets, they drive slower, and as a result are more likely to survive an accident. Finally, Garrett informed the Commission that there are working examples of traffic circles in Santa Barbara, Long Beach and even Riverside.

Chairperson Walters asked Gow for a response. Gow replied that wider streets allow more maneuverability as well as providing parking for residents. The current City standard residential street width is 56, 60 or 66 feet, depending on the classification of the street. Travel within subdivisions, thankfully, has not proven to be unsafe.

*Chairperson Walters moved discussion to Agenda Item 3.*

## **3. Report of Council Action on February 8, 2006 Meeting - No items were submitted for approval.**

Gow reported that no items were sent to Council from the February meeting of the Traffic Commission.

*Chairperson Walters moved discussion to Agenda Item 14.*

## **14. Future Agenda Items.**

### **A. Installation of "No U-Turn" Signs along the Sanderson Avenue Medians.**

## **15. ADJOURNMENT: Meeting was adjourned at 10:23am.**

**Next meeting is scheduled for 8:00 AM, Wednesday, April 12, 2006, in City Council Chambers.**

Respectfully Submitted,

Megan Caines  
Office Specialist  
Public Works, Engineering Dept.