



CHAIR CARLOS HERNANDEZ
VICE CHAIR FRANCISCO ARRIZON
COMMISSIONER DEE AKEMON
COMMISSIONER NICOLE MOHR
COMMISSIONER RUDY TRUJILLO

TRANSPORTATION AND SAFETY COMMISSION
REGULAR MEETING NOTICE AND AGENDA
JANUARY 5, 2022 – 6 PM

CITY HALL COUNCIL CHAMBERS
117 MACNEIL STREET
SAN FERNANDO, CA 91340

WATCH THE MEETING: Live stream with audio and video, via YouTube Live at:

<https://www.youtube.com/c/CityOfSanFernando>

CALL TO ORDER/ROLL CALL

Chair Carlos Hernandez
Vice Chair Francisco Arrizon
Commissioner Dee Akemon
Commissioner Nicole Mohr
Commissioner Rudy Trujillo

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

DECORUM AND ORDER

City Commissioners are appointed by City Council and must be free to discuss issues confronting the city in an orderly environment. Public members attending City Commission meetings shall observe the same rules of order and decorum applicable to the City Council ([SF Procedural Manual](#)). Any person making impertinent derogatory or slanderous remarks or who becomes boisterous while addressing a City Commission or while attending a City Commission meeting, may be removed from the room if the Presiding Officer so directs the Sergeant-At-Arms and such person may be barred from further audience before the City Commission.

PUBLIC STATEMENTS – WRITTEN/ORAL

There will be a three (3) minute limitation per each member of the audience who wishes to make comments relating to Commission Business. Anyone wishing to speak, please fill out the

TRANSPORTATION AND SAFETY COMMISSION

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white form located at the Council Chambers podium, and submit it to the Commission Chair. When addressing the Commission please speak into the microphone and voluntarily state your name and address.

CONSENT CALENDAR

Items on the Consent Calendar are considered routine and may be disposed of by a single motion to adopt staff recommendation. If the Transportation and Safety Commission wishes to discuss any item, it should first be removed from the Consent Calendar.

1. REQUEST TO APPROVE MEETING MINUTES OF NOVEMBER 3, 2021 – REGULAR MEETING

ADMINISTRATIVE REPORTS

- 1. UPDATE ON TRAFFIC STUDY AT THE INTERSECTION OF WOLFSKILL STREET AND KEWEN STREET**
- 2. DISCUSSION OF POTENTIAL TRAFFIC STUDIES AT THE INTERSECTION OF FOURTH STREET AND HAGAR STREET, AND HARDING AVENUE NORTH OF FIFTH STREET**
- 3. UPDATE ON SAFE AND ACTIVE STREETS IMPLEMENTATION PLAN**

GENERAL COMMISSION COMMENTS

STAFF COMMUNICATION

1. SAN FERNANDO MALL BOLLARD INSTALLATION PROJECT

ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the City Hall bulletin board not less than 72 hours prior to the meeting.

Maria Padilla, Executive Assistant

Signed and Posted: December 23, 2021 (10:45 a.m.)

Agendas and complete Agenda Packets (including staff reports and exhibits related to each item) are posted on the City's Internet Web site (www.sfcity.org). These are also available for public reviewing prior to a meeting at the Public Works Department Public Counter. Any public writings distributed by the Transportation & Safety Commission to at least a majority of the Commissioners regarding any item on this regular meeting agenda will also be made available at the Public Works Department Public Counter located at 117 Macneil Street, San Fernando, CA, 91340 during normal business hours. In addition, the City may also post such documents on the City's Web Site at www.sfcity.org. In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification/ accommodation to attend or participate in this meeting, including auxiliary aids or services please call the Public Works Department Office at (818) 898-1222 at least 48 hours prior to the meeting.



CITY OF SAN FERNANDO
TRANSPORTATION AND SAFETY COMMISSION

REGULAR MEETING
MINUTES
NOVEMBER 3, 2021
ZOOM MEETING STREAMED ON YOUTUBE

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION & SAFETY COMMISSION. VIDEO AND AUDIO OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING AT: <https://www.youtube.com/c/CityOfSanFernando>

CALL TO ORDER/ROLL CALL

Chair Carlos Hernandez called the meeting to order at 6:04 p.m. Executive Assistant, Maria Padilla, called the roll call.

The following persons were recorded as present:

PRESENT:

Chair Carlos Hernandez, Vice Chair Francisco Arrizon and Commissioners Dee Akemon, and Nicole Mohr

ABSENT:

Commissioner Rudy Trujillo (notified staff via email (5:51 p.m.) he was unable to attend)

ALSO PRESENT:

Director of Public Works Matt Baumgardner, Lieutenant Nichole Hanchett, Civil Engineering Assistant II Manuel Fabian, and Executive Assistant Maria Padilla

PLEDGE OF ALLEGIANCE

Chair Hernandez led the Pledge of Allegiance.

APPROVAL OF AGENDA

Commissioner Mohr motioned to approve the agenda for the November 3, 2021 Transportation and Safety Commission meeting. Commissioner Akemon seconded the motion. The motion carried with the following votes:

AYES:	D. Akemon, F. Arrizon, C. Hernandez, and N. Mohr, - 4
NOES:	None

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ABSENT: R. Trujillo - 1
ABSTAIN: None

PUBLIC STATEMENTS – WRITTEN/ORAL

1. Ariel Campos (1218 Fourth St. – Nueva Esperanza Charter) – Mr. Campos spoke regarding the need for a 4-way stop and crosswalk at North Hagar and Fourth Street.
2. Laurel Rodriguez (619 Harding Ave.) – Ms. Rodriguez requested speed bumps between Fifth Street and Glenoaks Blvd.

CONSENT CALENDAR

Commissioner Mohr motioned to approve the Consent Calendar. Chair Hernandez seconded the motion. The motion carried with the following votes:

AYES: D. Akemon, F. Arrizon, C. Hernandez, and N. Mohr, - 4
NOES: None
ABSENT: R. Trujillo - 1
ABSTAIN: None

ADMINISTRATIVE REPORTS

- 1. DISCUSSION AND CONSIDERATION OF RECOMMENDATIONS FROM THE PUBLIC SAFETY COMMISSION AD HOC COMMITTEE RELATED TO ESTABLISHING A PUBLIC SAFETY COMMISSION** – City Manager Nick Kimball presented the staff report. The Commission provided input and feedback.
- 2. CONSIDERATION TO RECOMMEND APPROVAL OF ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS 2021 TO ALLOW FOR SPEED RADAR ENFORCEMENT ON CITY STREETS** – Director of Public Works Matt Baumgardner presented the staff report. Mr. Tom Brohard responded to questions. Commissioner Mohr motioned to advise City Council to certify the survey with the exception of utilizing AB43 to round down to the lowest five in the recommended areas. Chair Hernandez seconded the motion. The motion carried with the following votes:

AYES: D. Akemon, C. Hernandez, and N. Mohr, - 3
NOES: None
ABSENT: R. Trujillo - 1
ABSTAIN: F. Arrizon – 1
- 3. UPDATE ON SAFE ROUTES TO SCHOOL PROJECTS - CYCLES 1 AND 2** – Mr. Baumgardner provided update and responded to questions from the Commission.

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GENERAL COMMISSION COMMENTS

Vice Chair Arrizon thanked SFPD for their hard work and also thanked staff for the installation of the stop signs on Fourth Street.

Commissioner Akemon foresees spending a lot of time discussing bulb-outs

Commissioner Mohr would like to add agenda item to an upcoming meeting to discuss perhaps advising City Council to proactively designate Fourth Street a Safety Corridor. Commissioner Mohr commented on crosswalk requested during Public Comment and Safety Corridor designation. Commissioner Mohr would like to agendaize closure of Orange Grove during Halloween in 2022.

Chair Hernandez commented on researching designation of Fourth Street Safety Corridor. Chair Hernandez also asked that staff look into the continuation of speed humps mentioned during public comment and thanked staff for recently installed stop signs.

STAFF COMMUNICATION

1. **SAFE AND ACTIVE STREETS PLAN** – Chair Hernandez and Matt Baumgardner provided update.
2. **RECENT TRAFFIC STUDIES IN THE CITY - UPDATE** - Manuel Fabian provided update.
3. **PEDESTRIAN ENFORCEMENT FINDINGS (LT. HANCHETT)** - Lieutenant Hanchett presented findings.
4. **SAN FERNANDO MALL BOLLARD INSTALLATION PROJECT** - Manuel Fabian provided update. Work is estimated to start around November 15.

ADJOURNMENT

Commissioner Mohr motioned to adjourn the meeting at 8:21 p.m. Commissioner Akemon seconded the motion. The motion carried with the following votes:

AYES:	D. Akemon, F. Arrizon, C. Hernandez, and N. Mohr, - 4
NOES:	None
ABSENT:	R. Trujillo - 1
ABSTAIN:	None

To: Chair Carlos Hernandez and Commissioners

From: Matt Baumgardner, Director of Public Works
By: Manuel Fabian, Civil Engineering Assistant II

Date: January 5, 2022

Subject: Update on a Traffic Study at the Intersection of Wolfskill Street and Kewen Street

RECOMMENDATION:

It is recommended that the Transportation and Safety Commission receive and file this update on a traffic study at the intersection of Wolfskill Street and Kewen Street.

BACKGROUND:

1. On July 7, 2021, the Transportation and Safety Commission (TSC) received public comment regarding traffic concerns along Wolfskill Street.
2. Between August and November of 2021, the City completed a study of traffic speed, volume, and traffic collision data over the last five years at the intersection of Wolfskill Street and Kewen Street.

ANALYSIS:

On July 7, 2021, the Transportation and Safety Commission received public comment from a resident requesting speed bumps be installed along Wolfskill. Based on that data collected the section of Wolfskill that was studied does not meet the criteria for speed bumps, however it does meet the criteria for the installation of stop signs. The City's Traffic Calming Policy from 2004 provides guidance on traffic studies of intersections for the potential installation of All-way stop signs. Per this policy, four screening criteria must be met before proceeding with traffic volume and speed surveys are to be conducted:

- 1) Residential frontage with 13 or more separate dwellings on one side with ¼ mile; or 16 or more separate dwellings on both sides within ¼ mile.
- 2) Major street volume below 8,000 vehicles per day.
- 3) Both streets are one lane in each direction and have a posted speed limit of 30 miles per hour or less.
- 4) No existing traffic signals on the more heavily traveled street within 600 feet.

If the screening criteria are met, then at least one of the following four criteria must also be met:

1a) Average hourly volume of at least 300 vehicles at the total intersection over a 4-hour period.

1b) In addition, average hourly volume of at least 120 vehicle and pedestrians at the minor street intersection over a 4-hour period. Both conditions 1a) and 1b) must be met.

- Note: Both conditions 1a) and 1b) must be met.

2a) Intersection volumes – Peak Hour volume in excess of 300 vehicles at the total intersection.

2b) In addition, peak hour volume in excess of 120 vehicle and pedestrians at the minor street intersection.

- Note: Both conditions 2a) and 2b) must be met.

3) Two or more collisions over a 12-month period.

4) Residential street intersection has a marked yellow school crosswalk.

Wolfskill Street and Kewen Street.

It was determined that the midpoint between existing traffic-controlled intersections is Wolfskill Street at Kewen Street. Traffic was collected on Wolfskill between Hollister Street and South City Limits. Additionally, Kewen Street acts as a connector between the City of San Fernando and the City of Los Angeles. In the case of the study at Wolfskill Street and Kewen Street, the screening criteria was met to study volume, speed, and collision data. The following table provides the study results:

Condition	Result	Was Condition satisfied?
1a) Total Intersection (4 hour average)	323	Yes
1b) Minor Street Intersection (4 hour average)	147	Yes
2a) Total Intersection (Peak hour)	304	Yes
2b) Minor Street Intersection (Peak hour)	177	Yes
3) Number of Collisions over 12-month period	2	Yes
4)Marked yellow school crosswalk	Yes	Yes

The conditions were met to warrant installation of stop signs on Wolfskill Street at the intersection per the policy.

BUDGET IMPACT:

The estimated cost for the making the traffic calming improvements at Wolfskill Street and Kewen Street is \$3,000. These funds are appropriated in the Fiscal Year 2021-2022 adopted budget.

CONCLUSION:

It is recommended that the TSC receive and file this update on the traffic study at the intersection of Wolfskill Street and Kewen Street.

ATTACHMENT:

A. Traffic Study Results – Wolfskill Street and Kewen Street

Wolfskill
Kewen
Griffith

Site: 000000000000
8/16/2021
Monday

Daily Combined Summary

Volume				
		<u>Peak Hour</u>	<u>Volume</u>	<u>Factor</u>
Day Total	12:00 AM - 12:00 PM	7:45 AM	346	0.87
2129	12:00 PM - 12:00 AM	3:45 PM	319	0.61

Speed														
mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Count	54	285	795	729	222	37	7	0	0	0	0	0	0	
%	2.5	13.4	37.3	34.2	10.4	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
Total	2129													
Average (Mean) Speed			24.6 mph											
Percentile Speeds			<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>							
(mph)			18.5	19.7	24.4	29.5	30.7							
Pace Range			19.5 - 29.5 mph		1546 vehicles (72.6 %)									
Speed Exceeded (mph)			<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>						
Count			961	44	0	0	0	0						
%			45.1	2.1	0.0	0.0	0.0	0.0						

Classification													
	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	7	1790	271	3	51	2	0	5	0	0	0	0	0
%	0.3	84.1	12.7	0.1	2.4	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total	2129												

Axle Statistics				
Sensor	A	B		
Strike Count	4366	4376	Average Axles per Vehicle 2.01	
% Used	97.9	97.7	Average 2-Axle Wheelbase 109 in.	

Wolfskill
Kewen
Griffith

Site: 000000000000
8/18/2021
Wednesday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:45 AM	Volume 328	Factor 0.80
	2147	12:00 PM - 12:00 AM	3:30 PM	297	0.68

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	69	373	831	667	160	40	5	1	1	0	0	0	0
%	3.2	17.4	38.7	31.1	7.5	1.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total	2147												

Average (Mean) Speed 23.9 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	17.7	18.9	23.8	28.7	29.8

Pace Range 18.9 - 28.9 mph 1555 vehicles (72.4 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	830	47	2	0	0	0
%	38.7	2.2	0.1	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	7	1771	291	12	51	1	0	14	0	0	0	0	0
%	0.3	82.5	13.6	0.6	2.4	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Total	2147												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>		
Strike Count	4471	4467	Average Axles per Vehicle	2.01
% Used	96.4	96.5	Average 2-Axle Wheelbase	110 in.

Keweenaw
Wolfskill
Fox

Site: 000000000000
8/16/2021
Monday

Daily Combined Summary

Volume

Day Total	12:00 AM - 12:00 PM	Peak Hour	Volume	Factor
897	12:00 PM - 12:00 AM	8:00 AM	140	0.74
		3:45 PM	157	0.64

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	63	219	401	197	16	1	0	0	0	0	0	0	0
%	7.0	24.4	44.7	22.0	1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	897												

Average (Mean) Speed 21.8 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	16.0	17.3	22.1	25.9	26.9

Pace Range 17.3 - 27.3 mph 705 vehicles (78.6 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	193	1	0	0	0	0
%	21.5	0.1	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	2	716	166	0	10	2	0	1	0	0	0	0	0
%	0.2	79.8	18.5	0.0	1.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total	897												

Axle Statistics

Sensor	A	B	Average Axles per Vehicle	2.00
Strike Count	1884	1895	Average 2-Axle Wheelbase	113 in.
% Used	95.4	94.8		

Keweenaw
Wolfskill
Fox

Site: 000000000000
8/18/2021
Wednesday

Daily Combined Summary

Volume

Day Total	12:00 AM - 12:00 PM	Peak Hour	Volume	Factor
879	12:00 PM - 12:00 AM	8:00 AM 3:30 PM	166 125	0.90 0.66

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	72	242	381	168	14	1	1	0	0	0	0	0	0
%	8.2	27.5	43.3	19.1	1.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total	879												

Average (Mean) Speed 21.4 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	15.6	16.7	21.6	25.9	26.6

Pace Range 16.6 - 26.6 mph 675 vehicles (76.8 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	175	2	0	0	0	0
%	19.9	0.2	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	0	683	168	2	26	0	0	0	0	0	0	0	0
%	0.0	77.7	19.1	0.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	879												

Axle Statistics

Sensor	A	B	Average Axles per Vehicle	2.00
Strike Count	1901	1909	Average 2-Axle Wheelbase	115 in.
% Used	92.5	92.1		



AGENDA REPORT

To: Chair Carlos Hernandez and Commissioners

From: Matt Baumgardner, Director of Public Works
By: Manuel Fabian, Civil Engineering Assistant II

Date: January 5, 2022

Subject: Discussion of Potential Traffic Studies at the Intersection of Fourth Street and Hagar Street, and Harding Avenue North of Fifth Street

RECOMMENDATION:

It is recommended that the Transportation and Safety Commission provide direction to staff regarding potential traffic studies at the intersection of Fourth Street and Hagar Street and Harding Avenue between Fifth Street and Glenoaks Boulevard.

BACKGROUND:

On November 3, 2021, the Transportation and Safety Commission received public comment seeking potential traffic control devices be installed at different locations within the City of San Fernando.

ANALYSIS:

At the November 3, 2021 Transportation and Safety Commission Meeting, Staff received two (2) public comments expressing their concern about speeding vehicles at different locations within the City of San Fernando. The installation of traffic control/calming devices were requested as part of their public comments.

Fourth Street and Hagar Street

At the meeting of November 3, 2021, a public comment was provided requesting that a stop sign and crosswalk be installed at the intersection of Fourth Street and Hagar Street. The individual stated that the intersection has a high traffic volume, rolling stops and there has been an incident where a vehicle hit a fence.

Staff has evaluated the location and it does not meet the minimum criteria to qualify for the installation of a stop sign. The intersection of Fourth Street and Hagar Street does not qualify

Discussion of Potential Traffic Studies at the Intersection of Fourth Street and Hagar Street, and Harding Avenue North of Fifth Street

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for a stop sign due to the close proximity of the existing traffic signal at North Maclay Avenue and the existing stop sign at Alexander Street. The existing traffic control devices are 350 feet from the area of concern. In order to have an effective calming device installed a distance of 600 feet between traffic control devices is required. Additionally, there is a potential for traffic congestion at North Maclay Avenue which would impede the flow of traffic on Fourth Street and North Maclay which are both arterial streets connecting to the City of Los Angeles. Staff will consider other traffic calming measures based on data collected for the intersection.

Harding Avenue between Fifth Street and Glenoaks Boulevard

A resident on the 600 Block of Harding Avenue provided public comment to express her concern about speeding vehicles on Harding Avenue between Fifth Street and Glenoaks Boulevard. She is requesting the installation of speed bumps along the 600 and 700 blocks of Harding Avenue. The resident has been provided with the petition and once that has been submitted staff can begin to look at collecting data and analyzing these blocks to determine if it satisfies the criteria for installing speed bumps. Staff will return at a future meeting to provide an update on this effort.

BUDGET IMPACT:

If directed by the Transportation and Safety Commission to perform traffic studies, staff will have the Traffic Engineer evaluate the locations. The fee for the Traffic Engineer to perform the study is \$275/hr. The average for this type of study would cost approximately \$3,000. As an alternative, staff can collect data required for studies to limit any impacts to the budget. If the data acquired determines that traffic calming measures may be implemented, the cost for the installation of stops signs and pavement markings is approximately \$5,400 and the cost for a two sets of speed humps is approximately \$7,000 for a total of \$12,400.

CONCLUSION:

The Transportation and Safety Commission directed staff to bring these items for discussion at its November meeting. Based on review of the intersections, it is recommended that the Transportation and Safety Commission discuss and provide direction to staff regarding potential traffic studies along Harding Avenue and the intersection of Fourth Street and Hagar Street.



AGENDA REPORT

To: Chair Carlos Hernandez and Commissioners

From: Matt Baumgardner, Director of Public Works

Date: January 5, 2022

Subject: Update on the Safe and Active Streets Implementation Plan

RECOMMENDATION:

It is recommended that the Transportation and Safety Commission receive and file this update on the Safe and Active Streets Implementation Plan.

BACKGROUND:

1. On January 25, 2018, the City Council adopted Resolution No. 7837, a [Safe and Active Streets Plan](#) (SASP – Click on hyperlink to access plan) that detailed recommended policies, programs, and projects that would advance transportation safety and encourage physical activity.
2. On November 26, 2018, the City, in collaboration with Local Government Commission, submitted a grant application to the California Department of Transportation (Caltrans) to obtain funds through the Sustainable Communities grant program.
3. On May 17, 2019, the City was awarded a grant from Caltrans in the amount of \$141,680 for the preparation of a Safe and Active Streets Implementation Plan.
4. On August 5, 2019, the City Council accepted the \$141,680 grant from Caltrans, approved Resolution No. 7941 authorizing the City to enter into an agreement with Caltrans for the preparation of the Implementation Plan, and approved Resolution No. 7943 appropriating the grant funds in the Fiscal Year (FY) 2019-2020 Budget.
5. On July 20, 2020, the City Council approved a Professional Services Agreement with the Local Government Commission for \$62,200 to manage the community outreach efforts, assist in the procurement of a transportation planning and design firm, and overall project management of the implementation plan process.
6. From November 2, 2020 through November 30, 2020, Public Works staff received proposals from five (5) firms with experience in active transportation planning and design: Adhami

Engineering Group, Alta Planning + Design, Inc., KOA Corporation, KTUA, and Toole Design LLC.

7. On January 4, 2021, the City Council approved a Professional Services Agreement with Toole Design LLC in an amount not-to-exceed \$79,290 for transportation planning and design services to develop a Safe and Active Streets Implementation Plan.

ANALYSIS:

The City of San Fernando is in a prime position to continue building on the Council-adopted 2017 Safe and Active Streets Plan and has the right foundation to encourage walking and biking. The Safe and Active Streets Implementation Plan will help prioritize and make recommendations to improve safety and physical activity at key locations in San Fernando. These projects are also developed to successfully secure grant funding for construction and implementation. Additionally, the implementation plan serves as a method to keep the San Fernando community engaged on proactive street safety efforts and to build stewardship and support for many years to come.

This implementation plan builds on the Safe and Active Streets Plan published in 2017, which included an Active Transportation Plan and a Safe Routes to School Plan for the 11 schools in the city. The intention of the 2017 plan was to guide the City in improving streets and implementing programs that make it safer and more comfortable to walk and bicycle. The San Fernando Safe and Active Streets Implementation Plan (Implementation Plan) expands on the recommendations in the 2017 plan and provides next steps for the City to begin implementation. The Implementation Plan identifies priority projects to make streets safer and more active that can be implemented in the short term through maintenance projects, capital improvements projects, and through state and local grants.

Implementation Plan Goals.

- Build on the 2017 Safe and Active Streets Plan
- Engage community members to identify priorities
- Prioritize transportation projects
- Develop conceptual plans and cost estimates
- Identify short-term and long-term projects

Prioritization Methodology.

Considering the 2017 Plan list is comprehensive and the City of San Fernando may be resource-constrained to improve safety and active transportation for all roadway segments, the Implementation Plan applies similar prioritization criteria using recent datasets and a thorough understanding of recent City transportation trends. The prioritization criteria applied to the 2017 street segments include Safety (looking at the most recent 5 years of collision data); Connectivity (creating access and connections to destinations like parks, schools, libraries, and

shopping centers, can improve the number of walking trips and overall physical activity); and Equity (applying the California Communities Environmental Screening Tool (CalEnviroScreen 3.0) developed by the California Office of Environmental Health Hazard Assessment to assess environmental burden at the census tract level for San Fernando). The output of the three combined prioritization factors is illustrated in the *Overall Priority* map (Attachment “A”). Streets that are shown as highest priority for encouraging active transportation include Fifth Street, Fourth Street, San Fernando Road, Hollister Street, Workman Street, Kalisher Street, Maclay Street, and Brand Boulevard.

Community Engagement.

This Implementation Plan was developed in tandem with community stakeholders, City councilmembers, City staff, the consultant team, and resident input. The public and stakeholder engagement process invited residents from diverse communities and backgrounds to participate in the Plan’s development and to remain informed as the Plan progressed. Residents, business owners, bicycle interest groups, and city commissioners participated in engagement events, such as the walk and bike audits. City representatives and key stakeholders were invited to be part of the Safe and Active Street Implementation Plan Advisory Group, which played a pivotal role in the Plan’s community engagement process and progression. Overall, the public and stakeholder engagement efforts saw a robust turnout from San Fernando’s community members, ensuring that the Plan reflects the community’s priorities and preferences.

Engagement activities as part of this Implementation Plan include:

- Advisory Committee Meetings (3)
 - Ad Hoc Committee Meetings (2)
- Walk Audits (6)
- Bike Audits (2)
- Pop-up Charrettes (2)
- Regular updates to the Transportation and Safety Commission
- Draft Plan workshop

Recommendations.

The analysis of the 2017 Safe and Active Streets Plan and multi-pronged engagement efforts for this plan result in recommendations that focus on improving safety and increasing physical activity. One of the intentions of the Implementation Plan was to identify the lowest cost, highest impact approach to improving safety, considering both design and constraints on implementation. The Plan identifies a comprehensive strategy for implementing targeted safety countermeasures, including location-specific and sample concept designs that can be applied to many residential and collector streets in San Fernando.

The Implementation Plan recommends a phased approach so that enhancements can be deployed quickly, with available funding, tested and evaluated, and modified as required before more permanent and capital-intensive measures are designed and constructed.

Concept Plan Areas.

- Harding Avenue and Fourth Street (as a typical plan applied to all-way stop controlled intersections)
- Jessie Street and Robert F Kennedy Drive
- Kalisher Street from Hollister Street to O'Melvany Street)
- Hubbard St and Truman St
- Brand Blvd from Truman St to Fourth St
- Brand Blvd from Truman St to O'Melvany St
- San Fernando Road and from Mission Blvd to Hubbard St
- San Fernando Road and from Wolfskill St to Brand Blvd

Rapid Implementation Projects.

The concept designs focus on specific locations in San Fernando and detail geometric changes in the roadway including new crosswalks, bike lanes, changes in vehicle travel lanes, and locations for expanded sidewalks and opportunities for green infrastructure. These projects may take 2-3 years to fund and construct. In order to improve small, immediate need locations, the project team has outlined a set of Rapid Implementation Project types that can apply to many locations throughout San Fernando. The following improvements, or countermeasures, were identified for this Implementation Plan.

Rapid Implementation Project Types:

- High-Visibility Crossing Markings
- Leading Pedestrian and Bicycle Intervals
- Rectangular Rapid Flashing Beacons (RRFB's)
- Sidewalk Repair
- Signal Timing Adjustments for Elderly/Disabled Pedestrians
- Yield for Pedestrian Signs and Advanced Yield Line Markings

Next Steps.

- November 30, 2021: Draft Plan ready, concepts ready
- December 1, 2021: Update Presentation to the Transportation and Safety Commission
- December 2021: City review period of plan and concepts
- Jan 5, 2022: Update the Transportation and Safety Commission, promote the workshop
- Jan 12, 2022: Draft Plan Workshop

- Email to the Advisory Group directly for their comment
 - Meeting to take place via Zoom, forum style, from 6-7pm
 - Consultant team to answer questions / comments in real time
 - Spanish language interpretation to be provided
- January 17, 2022: Toole Design to present to City Council for input
- February 2022: Final revisions after comment review period ends
- February 21, 2022: Final adoption of the Safe and Active Streets Implementation Plan by the City Council

BUDGET IMPACT:

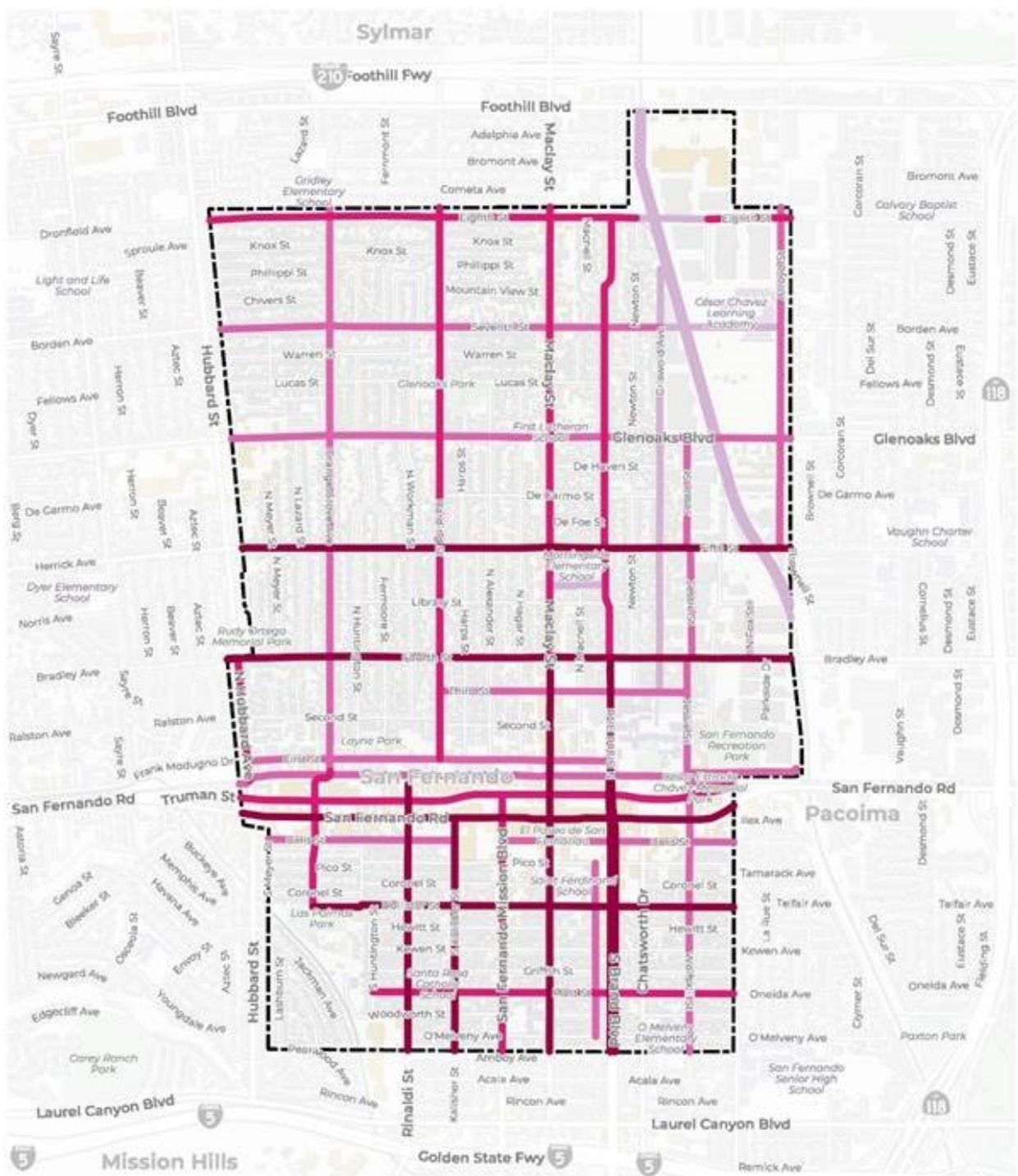
There is no budget impact related to receiving and filing this update report on the Safe and Active Streets Implementation Plan.

CONCLUSION:

It is recommended that the Transportation and Safety Commission receive and file this update on the Safe and Active Streets Implementation Plan.

ATTACHMENT:

- A. Overall Priority Map for the Safe and Active Streets Implementation Plan



Overall Priority

Priority

- High
- Medium
- Low

April 2021

0 0.125 0.25 mi

TOOLE
DESIGN