

Brine, Tony

From: Kiff, Dave
Sent: Thursday, August 09, 2018 9:25 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Traffic study at Newport Heights to fully be implemented ASAP
Importance: High

From: roberto sadowsky [mailto:roberto.sadowsky@dainese.com]
Sent: Thursday, August 9, 2018 9:24 AM
To: Dixon, Diane <ddixon@newportbeachca.gov>; Avery, Brad <bavery@newportbeachca.gov>; Duffield, Duffy <dduffield@newportbeachca.gov>; Muldoon, Kevin <kmuldoon@newportbeachca.gov>; Herdman, Jeff <jherdman@newportbeachca.gov>; Peotter, Scott <speotter@newportbeachca.gov>; O'Neill, William <woneill@newportbeachca.gov>; Kiff, Dave <DKiff@newportbeachca.gov>
Subject: Traffic study at Newport Heights to fully be implemented ASAP
Importance: High

To whom it may concern:

We are a family of 4 and we have both kids going to NHES. The safety of our children bicycling and walking to, from and near our schools in Newport Heights is very important to me and my family. We strongly support improving the availability and accessibility for bicycles with the addition of bike lanes, improved time sensitive use of our neighborhood road for trash trucks and large commercial trucks, increased enforcement for drivers and bicyclists obedience of laws, training for students on roadway safety, improved signage and vehicle speed controls.

I am sure that all of you have kids too and understand these issues.

Faithfully yours,

The Sadowsky Family

Brine, Tony

From: Kiff, Dave
Sent: Wednesday, August 08, 2018 10:52 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Newport Heights - Traffic Safety

From: Murphy [mailto:murphy@curt.is]
Sent: Tuesday, August 7, 2018 3:12 PM
To: Dixon, Diane <ddixon@newportbeachca.gov>; Avery, Brad <bavery@newportbeachca.gov>; Duffield, Duffy <dduffield@newportbeachca.gov>; Muldoon, Kevin <kmuldoon@newportbeachca.gov>; Herdman, Jeff <jherdman@newportbeachca.gov>; Peotter, Scott <speotter@newportbeachca.gov>; O'Neill, William <woneill@newportbeachca.gov>; Kiff, Dave <DKiff@newportbeachca.gov>
Subject: Fwd: Newport Heights - Traffic Safety

Hi City Council,

I won't be able to make it to the 8/14 meeting and Robert suggested that I send you a note w/ my feedback.

I looked through the study when it first came out. In my opinion, it's missing two critical things:

1) We need sidewalks on Tustin Ave.

—> We live on Margaret, near Tustin. To get to school we either walk down Tustin on the side w/o sidewalks (and for the last year there have been work trucks at the some houses nearly day so we have to walk in the street) or we cut across the street near Margaret drive. On the way home, we walk around work trucks, trash cans and we go into the street.

—> On the way home from school, the Ensign kids usually have to ride their bikes in the street around the work trucks. This isn't ideal.

2) The sidewalks on 15th are not good. Reminding people to use the other side is nice but doesn't really help for all the people who live this side of 17th street.

I hope that input can be beneficial to the city.

- Murphy

Murphy Curtis
949.413.4104

Begin forwarded message:

Brine, Tony

From: Kiff, Dave
Sent: Wednesday, August 08, 2018 10:52 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Newport Heights Elementary Traffic Study

From: Mahajan, Sam [CTO] [mailto:Samir.Mahajan@sprint.com]
Sent: Tuesday, August 7, 2018 4:44 PM
To: Dixon, Diane <ddixon@newportbeachca.gov>; Avery, Brad <bavery@newportbeachca.gov>; Duffield, Duffy <dduffield@newportbeachca.gov>; Muldoon, Kevin <kmuldoon@newportbeachca.gov>; Herdman, Jeff <jherdman@newportbeachca.gov>; Peotter, Scott <speotter@newportbeachca.gov>; O'Neill, William <woneill@newportbeachca.gov>; Kiff, Dave <DKiff@newportbeachca.gov>
Cc: Sam Mahajan <samir.k.mahajan@gmail.com>
Subject: Newport Heights Elementary Traffic Study

Attn: Newport Beach City Officials,

I am a parent of a young child that goes to Newport Heights Elementary. Connor is in second grade and the thought of letting him walk to school has never been an option due to safety concerns. After a young child was killed riding his bike home from Newport Heights Elementary 2 years ago, I am appalled at the fact that not much has been done to protect the lives of our children since then.

The recent traffic study completed by Newport Beach has given me hope that city officials understand the urgency and will hopefully follow through on implementing the plan as is. I understand there are costs involved and some homeowners may be inconvenienced by the implementation of the proposed changes, but if another child is hurt or killed, then we will have no one to blame but our elected officials.

Please vote to approve and implement the traffic study as is and don't let cost/inconvenience be more important than our children's safety.

Thanks,
Samir Mahajan

Brine, Tony

From: Kiff, Dave
Sent: Wednesday, August 08, 2018 10:51 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: I want the traffic study to be fully implemented ASAP

From: DES [mailto:doreen.shanahan@gmail.com]
Sent: Tuesday, August 7, 2018 8:21 PM
To: Kiff, Dave <DKiff@newportbeachca.gov>; Dixon, Diane <ddixon@newportbeachca.gov>; Avery, Brad <bavery@newportbeachca.gov>; Duffield, Duffy <dduffield@newportbeachca.gov>; Muldoon, Kevin <kmuldoon@newportbeachca.gov>; Herdman, Jeff <jherdman@newportbeachca.gov>; Peotter, Scott <speatotter@newportbeachca.gov>; O'Neill, William <woneill@newportbeachca.gov>
Subject: I want the traffic study to be fully implemented ASAP

To my City Council Members and City Manager,

The safety of our children bicycling and walking to, from and near our schools in Newport Heights is very important to me and my family. We strongly support improving the availability and accessibility for bicycles with the addition of bike lanes, improved time sensitive use of our neighborhood road for trash trucks and large commercial trucks, increased enforcement for drivers and bicyclists obedience of laws, training for students on roadway safety, improved signage and vehicle speed controls.

I ask for your support in ensuring full implementation of the plan to rectify the dangerous conditions for our children.

Sincerely,

Doreen Shanahan
homeowner and mother of 5th grader at Newport Heights Elementary School
534 Aliso Ave
Newport Beach, CA

Brine, Tony

From: Kiff, Dave
Sent: Wednesday, August 08, 2018 10:51 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Newport Heights Traffic Safety

From: David Allison [mailto:daveall@pacbell.net]
Sent: Wednesday, August 8, 2018 9:51 AM
To: Dixon, Diane <ddixon@newportbeachca.gov>; Avery, Brad <bavery@newportbeachca.gov>; Duffield, Duffy <dduffield@newportbeachca.gov>; Muldoon, Kevin <kmuldoon@newportbeachca.gov>; Herdman, Jeff <jherdman@newportbeachca.gov>; Peotter, Scott <speotter@newportbeachca.gov>; O'Neill, William <woneill@newportbeachca.gov>
Cc: Kiff, Dave <DKiff@newportbeachca.gov>; danielleallison@pacbell.net
Subject: Newport Heights Traffic Safety

Dear Councilmembers,

My name is David Allison. My wife and I are residents of Newport Heights with school age children, one of whom attends Newport Heights Elementary and another that will be attending Newport Harbor High School in a couple of years. I have had the opportunity to review the Newport Heights Neighborhood School Traffic Study prepared by Kimley Horn dated May 2018. I will be unable to attend the August 14th study session meeting, so I am emailing you to express my opinion on this matter as a concerned citizen.

The tragic death of Brock McCann while riding his bike home from school brought the issue of the safety of students travelling to and from schools in our neighborhood to the top of the list of concerns of the community. I support the measures to be taken recommended by Kimley Horn in their report. I realize some of the measures may be perceived by some residents of the neighborhood as an inconvenience, however the safety of the children is paramount and should take precedence.

In my opinion the biggest risk for accidents involving students and motor vehicles comes from students traveling on bikes and skateboards, where they are travelling faster and there is less time for both the student and the motor vehicle to react to avoid a collision. So additional stop signs and dedicated bike lanes in particular are critical to improving safety. Students should also be educated on the ways to travel safely while on a bike or skateboard.

One area that was not addressed in the Kimley Horn report which is also critical to kids' safety is the operation of trash trucks and other heavy vehicles in the vicinity of the schools during the hours of drop-offs and pick-ups. Protocols need to be developed (or strengthened) and enforced that preclude such vehicles from operating in designated areas during those hours.

Thank you for your consideration.

Yours truly,

David Allison
3120 Broad Street

From: Robert Schacht <robschacht@gmail.com>
Subject: Newport Heights - Traffic Safety
Date: August 7, 2018 at 2:39:11 PM PDT
To: undisclosed-recipients;

Dear NHES Parents,

Next week, the recently completed traffic study will be formally presented at the Newport Beach City Council Study Session Meeting. Unfortunately, it is expected that there will be resistance to the recommended improvements and safety measures that are meant to protect our kids as they travel to and from our local schools.

We need your help. The study session meeting is on **August 14th at 4 pm** at City Hall and the more voices we have at that meeting, the better the chances of the recommended safety measures being implemented for our children. In case you can't make, please contact our council members via email, calling or writing a letter (contact information listed below). We NEED to show support for this initiative NOW. Sample email link [HERE](#) that will fill out the email addresses and body of the email for you, add to or adjust the message as you see fit.

At the ***Mid-September City Council meeting***, there will likely be a final vote on the recommendations from the study, this will require additional parental support and voicing the safety needs of your children. More info to follow on this later.

Traffic Study Report here:

<https://www.newportbeachca.gov/home/showdocument?id=61025>

Council Members:

Diane Dixon - ddixon@newportbeachca.gov

Brad Avery (Council Member for Heights) - bavery@newportbeachca.gov

Duffy Duffield - dduffield@newportbeachca.gov

Kevin Muldoon - kmuldoon@newportbeachca.gov

Jeff Herdman - jherdman@newportbeachca.gov

Scott Peotter - spcotter@newportbeachca.gov

Will O'Neill - woneill@newportbeachca.gov

City Staff:

City Manager - Dave Kiff - dkiff@newportbeachca.gov

City Traffic Engineer - Tony Brine - 949-644-3329

Traffic Engineering & Traffic Signals Public Works 949-644-3348

Traffic Signs & Markings General Services 949-718-3478

Police Traffic Division Police 949-644-3742

NB City Mailing Address:

100 Civic Center Drive

Newport Beach, 92660

Some key points to consider (with some personal opinion mixed in):

- **Bike lanes** - What is currently available is minimal and sporadic, the streets are tight and there is just not enough space for pedestrians, bikes and cars (parked and driving) - *Personal opinion coming....it is pitiful that there are only 12-16 bikes in the bike rack on average daily at Newport Heights Elementary school (Newport El regularly has close to 100 bikes daily because they have SAFE access for kids to ride bikes).*
- **Trash trucks/Large Trucks** - There should be reduced access for large trucks and regular trash service during school drop off and pick up times, especially in the immediate area of the schools.

BOTTOM LINETHE CITY NEEDS TO HELP SEPARATE KIDS FROM THE CARS IN THE HEIGHTS!!!

Thank you for helping support the safe travel of our kids. Feel free to pass this along to other parents at Ensign and Harbor.

--

Robert Schacht

Father of 3

(2 at Heights, 1 going to Ensign)

Brine, Tony

From: Dona Jean <newportdona@yahoo.com>
Sent: Tuesday, August 07, 2018 1:01 PM
To: Brine, Tony
Subject: Newport Heights Neighborhood School Traffic Study

Dear Mr. Brine,

I received and reviewed the above study and was disappointed that the short street of HAVEN PLACE between CLAY and 15th was not included as a problem area.

When the high school year begins, so do the parking problems. Constant parking, racing, loitering and littering continues until weekend, holidays or when school is on break. All neighbors are constantly contacting the police department to monitor this activity which could be an all day issue. The students run over from classes throughout the day to move their car and those that are ticketed really don't care as their reply is "no problem, my parents will pay"....Some of these students have a parking pass on car, but considering that this street is only - ONE BLOCK LONG - specific parking passes should be issued to prevent misuse. I've owned this property for over 30 years and the only relief is when school is not in session. Residents have to park elsewhere since students take up all available spaces.

I know that parking is available at the school, but know these students can't smoke, race or litter on campus property. We are constantly picking up litter from (bottles, and food containers) purchased during lunch or break. Residents have also contacted the Principal but he doesn't have authority over street parking.

This neighborhood and residents deserve to park on their street without dealing with belligerent young teenagers.

I hope this wonderful city that I have been a part of for over 30+ years can address and resolve this situation.

Sincerely,

Dona Rutherford (1702-1710 Haven Place, NB 92663)

Mailing Address: 1949 N Hidden Lane, Long Beach, 90815

562.221.1382
newportdona@yahoo.com

Brine, Tony

From: Sinacori, Mike
Sent: Monday, August 06, 2018 1:40 PM
To: TRENT SMITH
Cc: Kristin Smith; Brown, Leilani; Vukojevic, Mark; Brine, Tony
Subject: Re: Beacon/Irvine issues

Trent,

Forwarding to the City Clerk for inclusion in the record.

Mike

On Aug 6, 2018, at 1:36 PM, TRENT SMITH <trententerprise01@gmail.com> wrote:

Mike, I am not going to be here August 14th! - family vacation, but I have put together a quick list of ideas I would like to see discussed. Can you forward these to the right person?

Trent Smith
329 Irvine Ave.
cell 714 609-7888
Trententerprise01@gmail.com

*** If parking is eliminated from 7-9 and 2-4 on Beacon and Irvine where is anybody supposed to park?

How about leaving one side of Beacon and 1 side of Irvine as resident only parking, and maybe making Beacon a 1-way street, and putting in a bike lane on the other side?

1) **RESIDENT PARKING ONLY WITH PERMITS** would be a good idea on West side of Irvine Ave.

School days- **Teachers** take much of our parking spaces as do parents visiting the school
Saturdays- **AYSO soccer, NHBA Baseball and NJB Basketball** take our parking
Sundays- there is now a **Church** that uses the School and takes up parking

2) **Bike Lane** NOT USED. The stretch between beacon and Cliff on the West side of the street is not utilized.

Nobody takes there bike ride up hill, they all cut down Beacon.

3) **SPEED BUMBS** How about some speed bumps on Irvine between Cliff and 15th Street. There is a lot of cut through traffic that speed through our neighborhoods and often don't stop at the stop signs.

4) **1-Way streets**. How about 1-way traffic to control the flow.

Brine, Tony

From: Danny Kahale <dannykahale@gmail.com>
Sent: Monday, August 06, 2018 1:37 PM
To: Brine, Tony
Subject: Newport Heights Neighborhood School Traffic Study Comments

Hello Tony,

Our only real complaint or concern is with the drivers that speed up the hill on Cliff (travelling West from Dover). The problem is exasperated during the school year when teenage drivers race around the corner making a right on Kings Pl (in the am).

I don't think a stop sign at the Cliff/Kings intersection is required.

Suggestion Options:

- Sign(s) along Cliff notifying that you are entering a residential or school zone and to slow down.
- An electronic sign indicating drivers speed (flashing when speeding).
- Speed bump before Kings intersection.

Thanks,

Daniel Kahale

Brine, Tony

From: Richard Stoneman <ricardo.stoneman@gmail.com>
Sent: Thursday, August 02, 2018 4:15 PM
To: Brine, Tony
Subject: Heights Neighborhood School Traffic

Mr. Brine;

My wife and I live on Pirate Road in Cliff Haven "behind" St. Andrew's. Our street was not included in the school traffic analysis but I want to mention something.

Parking is partially restricted on our street and is rarely a problem, pick-up and drop-off aren't an issue but, when NHHS lets out, it isn't unusual to get speeding young drivers heading to Cliff Drive in a hurry to get somewhere.

Our kids are grown and gone but new, younger families have moved in, many of whom have small children.

In the overall picture this is a small thing...food for thought, I just wanted you to know.

Thank you for your consideration,

Richard Stoneman

Sent from my iPad

Brine, Tony

From: Joe Flanagan <joe@redoakinv.com>
Sent: Tuesday, July 31, 2018 11:18 AM
To: Brine, Tony
Cc: Joe Flanagan; Monica Mazur
Subject: Traffic and parking from high school
Attachments: 20170228_150013.jpg; 20170227_173718.jpg

Hi Tony,

I just finished reviewing the Traffic study that was prepared for the schools in Newport Heights. We have lived at 506 Signal road since 2002 and appreciate the city looking into the issues of circulation and parking as they are a major impact to the residents in the neighborhood. I was surprised to see that Signal rd. was not included as we get lots of student parking. The students park in the two hour restricted area but the time is never enforced. One area of concern that may not fall under your responsibility but comes from directly from the high school students parking in the neighborhood is trash. The students park on Signal rd. every day and come back to their cars to eat lunch and leave their trash in the street every single day. Every year I go out and have conversations with the "new" kids as we receive a new crop every September but it has very little impact. I have attached a couple photos of what it looks like almost every afternoon after school. Needless to say this is extremely frustrating and I would appreciate this being brought up at the meeting on the 14th of August. Signal rd. is not the only street that has the trash issues. I have seen the same up and down 15th street, Clay street, Pirate and Snug Harbor.

The report makes it look like the city is working closely with the school, if there is someone at the school I should be in touch with , I would appreciate an introduction.

I have copied my neighbor Monica Mazur as she may have something to say about the trash as well.

Best Regards,

Joe Flanagan
506 Signal rd.
Newport Beach, CA 92663

c- 949.533.3840

Brine, Tony

From: shelly hass <shellyhass@gmail.com>
Sent: Monday, July 30, 2018 6:34 PM
To: Brine, Tony
Subject: Newport Heights traffic study

Hello,

I'm a resident of Newport Heights. I live at 530 Tustin Ave. between Clay and 15th St.

Tustin is a fairly narrow street from Cliff Dr to 15th St. It's also a main artery with traffic traveling in both directions. Parked cars are often clipped, side mirrors destroyed, damaged, etc.

Riverside Ave, which runs parallel to Tustin and is the next street over, has the same high traffic, narrow street situation between Cliff Dr. and 15th St.

I propose making Riverside and Tustin, between Cliff and 15th, one-way streets, each traveling in opposite directions. This would create room for bike lanes on both streets as well.

Brine, Tony

From: Jim Glover <jim.t.glover@gmail.com>
Sent: Monday, July 30, 2018 3:51 PM
To: Brine, Tony
Cc: Kathi Glover
Subject: The Newport Heights Neighborhood School Traffic Study

Dear Tony,

Thank you for your letter sending me the link to the Newport Heights Traffic Study. My wife and I have been residents on Signal Road since 1983. I have reviewed the document and its attachments with great interest. While it appears to be well done and fairly inclusive, it is missing any data and analysis on my street, Signal Road. Signal Road is, and has been, a very high volume traffic street for the high school students and their parents. It is also a very high volume traffic access street for St. Andrew's Church and its congregation. Not only is Signal Road a high traffic volume street, excessive speed has been an issue for many years. Further, Signal Road bends near the middle of the 300/400 block and presents a dangerous visual handicap to drivers, especially at higher speeds (greater than 30 MPH).

I sincerely believe the study should have included the missing High School high volume traffic access channel of Signal Road, like it did for Kings Place. With the increased data and analysis, the study would have shown similar concerns regarding my street in sheer traffic volume, missing signage and excessive speed at times, especially just before and after school hours. Due to this omission, I feel the study failed to measure one of major access roads to and from the High School, which was one of principle subjects in the Study. I am available to discuss this concern further with you or any of your staff, if you would like.

Sincerely Yours,

James Glover
318 Signal Road
Newport Beach, CA 92663
(949) 887-6401

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Brine, Tony

From: Jim . <jim@modern-air.com>
Sent: Sunday, July 29, 2018 9:08 PM
To: Brine, Tony
Subject: Traffic

Tony, Thanks for the opportunity, to explain my concerns. I live at 411 Tustin Ave. Beacon St. intersects directly across from my house. When school is in session, kids on their bikes never seem to stop at the stop sign. This is very dangerous, as the cars coming up the hill from Cliff Dr. are most of the time exceeding the speed limit, as well as the cars coming down Tustin, getting ready to go down the hill to Cliff Dr. You and anybody from your department would be welcome to watch from my driveway.
Thank you your attention, Jim Barrett

Brine, Tony

From: Captain Roscoe <cptroscoe@sbcglobal.net>
Sent: Friday, July 27, 2018 8:42 PM
To: Brine, Tony
Subject: Newport Beach Neighborhood School Traffic Study

Dear Tony

The observations and conclusions represented in the Study seem very accurate and sensible. Congratulations on a job well done. However, the western boundary of the study area leaves out the territory between Newport Blvd. and Westminster Ave.

For the last 47 years, as a homeowner in the area between Newport Blvd. and Westminster Avenue, I have seen the way foot and automobile traffic interact. I encourage further observations that would include the area of Newport Blvd, Old Newport Blvd., Orange Ave. and Bolsa Ave. There is considerable foot and automobile traffic along 15th st. and Clay st. in that area.

The traffic doesn't just appear at Westminster and 15th st. where your Study begins! It needs to be studied from the western end of Newport Heights Neighborhood with walking and driving observations. Solutions that would help keep students safe, especially at the intersection of 15th street, Old Newport Blvd. and Newport Blvd. would be appreciated. Students walk and skateboard down the hill between Orange Ave. and Old Newport Blvd. ignoring safe practices dashing between cars carrying students to and from Newport Heights, Newport Harbor and Ensign Intermediate Schools. Cars enter the Heights at the intersection of Newport Blvd. and 15th st., go uphill to Orange Ave. and either turn right on Orange then left on Clay st. heading to Ensign, or go straight on 15th st. toward Newport Heights School or Harbor High. That's where the action at the western end begins in the morning and ends in the afternoon. Your Survey is incomplete without including this crucial area. Please look at solutions for this area, where a large portion of foot and automobile traffic enters the Heights. It could save lives.

Sincerely, Ross McElfresh

Brine, Tony

From: Jimmy Thomas <jtx12@hotmail.com>
Sent: Friday, July 20, 2018 1:24 PM
To: Brine, Tony; Dept - City Council; Avery, Brad; Webb, Dave (Public Works)
Subject: Re: Clay Street Bike Lanes

I noticed a typo in my explanation of the Clay Street traffic issue ... this is my replacement letter. Sorry for the confusion.

7/20/2018

Newport Heights School Safety Initiative: Clay Street Bike Lanes ... Meeting Request

My name is Jim Kociuba, and I live on Fullerton Ave between Beacon and Clay Street. I am writing you concerning my displeasure with the proposed Clay Street parking restrictions that would support the proposed Clay Street bike lanes. A while back, Clay Street suffered a sudden spike in traffic due to a new brick choker installed at Newport Heights Elementary School on 15th Street and Santa Ana Ave. The choker changed traffic patterns in the area. The inability to head east on 15th street when leaving the school parking lot, and inability for east bound 15th street traffic to enter the school parking lot has resulted in people running loops through the neighborhood. And, we were never notified of the choker. The choker benefited 15th Street area residents with less traffic on that street, while the Clay Street area took the pain.

We were told the 15th Street choker is a school safety item. Specifically, we are told the safety issue is the curb cut for the school parking lot is too close to Santa Ana Ave. So, instead of moving the curb cut, a choker is installed and Clay Street takes a direct traffic hit. We also heard some rumblings that 15th Street residents like the 15th Street choker, so it might be in for good, regardless of the curb cut issue. We can understand the fondness 15th Street area residents feel for the choker since that benefited them with lower traffic volumes.

Now we are onto to another school safety item: Clay Street bike lanes. These bike lanes cause pain for Clay Street residents because of parking restrictions. These bike lanes could go on 15th Street, but because of some parked vehicle counting, it was decided they should go onto Clay Street. However, some say 15th Street area residents aggressively fought the bike lanes so that is why they are proposed for Clay Street.

Now, we enter the game of politics. In a fair world, where all need to share in sacrifices made in the name of school safety, you would think 15th Street would take the pain of bike lanes. This is only fair since Clay Street took the pain of diverted traffic from the 15th Street choker. But, in our world, somehow 15th Street is catching all the breaks while Clay Street is taking all the pain.

The City Engineers and City Council need to watch out for all residents. Clay Street deserves some consideration, especially after taking the diverted 15th Street traffic from the choker. At the last meeting, we asked the city staff for a separate meeting to discuss this inequity, but were turned down. Before these Clay Street bike lanes move forward, we need to have a meeting discussing them. Surrounding streets need to share the negative impacts of school safety.

Thank You
James Kociuba
407 Fullerton Ave
949.933.0145

From: Jimmy Thomas <jtx12@hotmail.com>
Sent: Friday, July 20, 2018 10:13 AM
To: Brine, Tony; citycouncil@newportbeachca.gov; bavery@newportbeachca.gov; dawebb@newportbeachca.gov
Subject: Clay Street Bike Lanes

7/20/2018

Newport Heights Improvements

Murphy McCann

7/16/18

There are

1. The Clay St. parking restriction should be at least all day long (6-8). The study says that parking is not an issue on that street.
2. Need sidewalks on Tustin from 15th to Clay. The traffic data supports it.
3. Need sidewalks on both sides of Santa Ana south of 15th St. The traffic data supports it.
4. Stoplight at 16th and Irvine.
5. Stop sign at Cliff and Kings.
6. Make the speed limit on Irvine south of 16th 25 mph.
7. Make the speed limit 25 mph on Santa Ana south of 17th.
8. Red curbs at all intersections to limit parking on the corners.
9. Need a stop sign at Riverside and Avon, where Cest Si Bon is. That area is ripe for disaster.
10. No restriction of parking near intersections mentioned in the plan. This needs to happen. Especially at Clay and St. Andrews.
11. Put stop signs in at Pirate/Clay and Snug Harbor/Clay intersections.
12. Other than a stop sign at Catalina/Broad, no mention of anything west of Santa Ana.
 - a. Sidewalk on the south side of the street along 15th is a good starting point.
 - b. Sidewalks on both sides of Santa Ana (you can even paint them in). The data support this.
 - c. The data also supports sidewalks on Westminster from 15th to Clay.
 - d. The intersection at Clay and Catalina should be a 4 way stop. There is no visibility for cars who want to cross Clay.
13. High School foot traffic across 15th St. should be funneled to minimize the foot traffic on the street, in particular the juggernaut at Clay and 15th, and slow down traffic through that section of the road.
 - a. Stop sign at St. Andrews and 15th.
 - b. Finish work on the sidewalk on the south side of 15th street.
 - c. Another crosswalk at Clay where it butts into 15th. A stop sign there would be best. A choker on the south side of the street at Clay may help as well.
 - d. The crosswalk proposed at 16th St. should have a stop sign.
 - e. Paint the curb red on 15th between St James and Clay. Both sides of the street. Paint a bike lane there for people to walk. Either that or put in a sidewalk.
 - f. Paint the curb red on Clay up at least 35 feet away from 15th (on the side with no sidewalk – east side of the street).
 - g. Complete the sidewalk on the south side of 15th across the street from the High School.
11. Heights Elementary
 - a. Talk to Costa Mesa about making the north side of 15th a loading zone east of Redlands
 - b. Sidewalks there would be best on Redlands and San Bernardino – at least 100 ft away from 15th. Either that or paint the curb red and make walk lanes for that stretch.
12. Ensign
 - a. Reduce speed limit by Ensign and the High School to 25 (with the exception of 16th maybe).
 - b. Sidewalks on Beacon from Ensign to Fullerton at least. Parking near Ensign is important for teachers because of the lack of parking on campus.
 - c. The no parking recommendation for Beacon doesn't make sense. People are trying to drop off kids away from the schools, leading to less traffic on the streets immediately surrounding the school. There should be sidewalks to allow people to walk the rest of the way.

Brine, Tony

From: Adamshaus <adamshaus@earthlink.net>
Sent: Tuesday, July 03, 2018 1:31 PM
To: Chris Budnik
Cc: Brine, Tony; Peggy Palmer; Gina Cereda; talbot@spacelines.com; Taylor Whisenand; jojoann@gmail.com; Murphy McCann; Carleen Butterfield; Robert Schacht; bernardettemccann@hotmail.com; Avery, Brad; Webb, Dave (Public Works); Dianebdixon
Subject: Re: Traffic Team Study Response - Community Concerns

Peggy,

I am not entirely clear about the concept of “parking restrictions” on Clay Street. If the notion is that there would be no problems associated with restricted parking on Clay Street then nothing could be further from the truth. On street parking on Clay is constant, and necessary for the residents facing Clay. Furthermore, taking away on street parking, ie having a clear shot down the street, will create a “raceway” condition that no amount of speed limit posting and stop signs will deter. As one who has lived on the corner of Clay and Aliso for 43 years, and counting, the urge to speed down the street is ever present, at any time of day. Bike lane or no, the absence of street parking is the worst solution.

If there is another explanation, please educate me. I welcome being wrong.

::L::

Sent from my iPad

On Jul 3, 2018, at 1:11 PM, Chris Budnik <clbudnik2003@yahoo.com> wrote:

Peggy,

Who generated the list of items below? Have you spoken with anyone on Clay regarding item 1?.

Regards,
Chris

On Tuesday, July 3, 2018, 12:57:59 PM PDT, Peggy Palmer <pvpalmer@icloud.com> wrote:

Tony,

Please see the attached letter from resident Mike Talbot and the additional concerns from our Traffic Team that impacts our community in Newport Heights and Cliff Haven.

We have attached photos of heavy duty street “speed cushions” that are an easy way to deter cut-through traffic and decrease traffic speeds. These are used in Costa Mesa on the last block of Tustin Ave,. These "speed

Brine, Tony

From: Peggy Palmer <pvpalmer@icloud.com>
Sent: Tuesday, July 03, 2018 12:58 PM
To: Brine, Tony
Cc: Gina Cereda; talbot@spacelines.com; Taylor Whisenand; jojoann@gmail.com; Murphy McCann; Carleen Butterfield; Chris Budnik; Robert Schacht; bernardettemccann@hotmail.com; Linda Adams; Avery, Brad; Webb, Dave (Public Works); Dianebdixon
Subject: Traffic Team Study Response - Community Concerns
Attachments: Talbot Letter.pdf

Tony,

Please see the attached letter from resident Mike Talbot and the additional concerns from our Traffic Team that impacts our community in Newport Heights and Cliff Haven. We have attached photos of heavy duty street "speed cushions" that are an easy way to deter cut-through traffic and decrease traffic speeds. These are used in Costa Mesa on the last block of Tustin Ave.. These "speed cushions" are inexpensive and can be easily installed or removed without the need for a permanent concrete speed bumps, these could perhaps be installed along all of Cliff Drive in Newport Heights, from Riverside Ave. to Dover Drive.

Thank you and we will see you on Monday, July 16th at 10:00 AM at your office. If you should have any additional questions, please do not hesitate to contact me or one of our Traffic Team Members.

Have a Great 4th of July!

Peggy V. Palmer
Cliff Haven Community Association
Board Member
(949) 887-2471

To: City of Newport Beach
From: Mike Talbot
Re: NEWPORT HEIGHTS NEIGHBORHOOD
SCHOOL TRAFFIC STUDY
Date: 26 June 2018

In reviewing the School Traffic Study, please note the following with respect to the five streets that connect Cliff Drive and 15th Street in Cliff Haven near Newport Harbor High School. These streets are Kings Place, Signal Road, Snug Harbor Road, Pirate Road, and Saint Andrews Road.

All three streets have a large daily traffic burden, particularly Signal Road, which is used as a "through way" to travel between Cliff Drive and 15th Street. I believe all of these streets have a 25 MPH speed limit; however, there is not one speed limit sign on any of the streets. The only 25 MPH speed limit signs I know of are on Irvine Avenue at Cliff Drive and at 15th Street. There is a 30 MPH speed limit sign on Cliff Drive at Signal Road. These streets should be properly marked. Signal Road regularly has the highest volume of traffic for the streets in question, and speeds of well over 30 MPH are frequent.

At such time as additional safety measures are considered, we have occasionally had increased NBPD traffic enforcement, as well as at least once having an electronic speed warning sign posted for a few weeks. While each measure has some temporary deterrent effect, the regular high speed traffic resumes. I and most of my neighbors on Signal Road would encourage serious consideration of the placement of a set of speed bumps on our street. These are the only measures that would work to stop the dangerous high speed traffic we experience daily on our street.

Thank you for your consideration. If I can provide any additional information, please do not hesitate to contact me.

Sincerely,

M. D. Talbot
324 Signal Road
Newport Beach CA 92663
Telephone 949-795-9900
Email: talbot@spacelines.com

Brine, Tony

From: Joann Lombardo <joann@jalcps.com>
Sent: Tuesday, June 12, 2018 9:00 PM
To: Brine, Tony
Subject: Re: Newport Heights Neighborhood School Traffic Meeting

Hi Tony

The Newport Heights traffic study is proposing a class II bike lane on Clay Street. The bike counts included in the report show rather low bike counts going straight both east and west on clay with a max of 5 bikes on clay and Santa ana. The number of pedestrians on clay and Santa ana is a max of 58. My questions are:

1. Why are sidewalks not considered on clay street rather than on street bike lanes?
My personal observation is that notable number of school children ride their bikes on the new sidewalk on 15th street.
2. If a class II bike lane is put on clay street, would it connect to a similar lane on Santa ana street?
3. If there is already few parked cars on clay, how will striping it make it safer? The flip side is that it would provide a false sense of security for the children rather than increase safety.

Thanks very much

Joann Lombardo

From: Brine, Tony <tbrine@newportbeachca.gov>
Sent: Thursday, March 1, 2018 5:19:28 PM
To: Joann Lombardo; 'Peggy Palmer'; Avery, Brad
Cc: Webb, Dave (Public Works); Vukojevic, Mark; Finnigan, Tara; Locey, Mary
Subject: Newport Heights Neighborhood School Traffic Meeting

Hello Joann and Peggy,

At the February 27 City Council meeting, Councilman Avery made the following announcement,

Just want to let Heights folks (and others interested) that along with our public works engineering staff, I will be holding a community meeting regarding an update on the Newport Heights Neighborhood School Traffic Study. We will review the field data collected, discuss some preliminary recommendations, and possible next steps. At our last meeting we had many good suggestions/comments, and I hope you will attend and add to the discussion. We need to work together for safer streets in the Heights!

- **Date:** 03/14/2018 7:00 p.m. - 8:30 p.m.

- **Location:** Mariners Branch Library
1300 Irvine Avenue
Newport Beach, California 92660

If you have any questions about the meeting, please let me know. Thank you.

Tony Brine, P.E., T.E.
City Traffic Engineer
100 Civic Center Drive
Newport Beach, CA 92660
Phone: (949) 644-3329
e-mail : tbrine@newportbeachca.gov

Brine, Tony

From: Finnigan, Tara
Sent: Saturday, May 26, 2018 5:30 PM
To: Brine, Tony
Subject: Fwd: Some thoughts regarding the Newport Heights Neighborhood School Traffic Study

Sent from my iPhone

Begin forwarded message:

From: Lisa Brockett <lisakbrockett@gmail.com>
Date: May 26, 2018 at 3:46:43 PM PDT
To: <tfinnigan@newportbeachca.gov>, Lisa Jacobs <ljacobs@usitexas.com>
Subject: **Some thoughts regarding the Newport Heights Neighborhood School Traffic Study**

Hello Tara,

Thank you for sharing your findings on the school traffic study. I am from another state where very few children are allowed to ride their bikes or walk to school due to weather and distance, so there is a back up at drop off and pick up.

Just an observation but it seems that there is no clear indication of where and how to drop off in comparison with other states (watch the old movie, "Mr. Mom). In addition, we had volunteers at the school that assisted with traffic flow to make sure everyone kept the children safe and for those unruly folks, there was at least one police officer on site or sitting in his/her car watching. There will always be a back up to pick up and drop off and in my experience, those who are in too much of a hurry to abide by the rules but we all try to get as much compliance as possible to keep the children safe. So that being said, a few thoughts....

Can you treat the "no Stopping" area as a drop off / pick up area like they use at the airport? Where stopping to pick up or drop off is allowed but you are not able to just sit there? It would only be for a few hours a day. It also looks to me like Beacon needs sidewalks or a safe drop off area - but if you changed the verbiage on the signage to "no Stopping change to no parking 7-9 2-4, immediate drop off/pick up only" "Unattended cars subject to being towed" and have it monitored, like the airport - it may be a safer alternative. Anyway, you get the idea.

Bike lanes look to be adequate on 15th, Cliff, and Irvine avenues but your report does not address that. Can you address this?

There is one comment that should be clarified as this report dovetails into the decisions being made on street parking and bike lanes. The line on page 8, regarding bicyclists (approximately 80%) travel southbound on Irvine Ave north of school. "A GOOD PORTION" - LATER is defined as approximately 30% cut over to Clay on the way home? Do you know if they are cutting back over to go down 15th street? It seems they are, but would like to confirm/clarify.

Newport Heights Elementary - The drop off/pick up zone on the north side of 15th is a good idea - maybe a secondary area on the West side of Santa Ana? Again under the same premise of a no stopping change of verbiage to no parking, pick up/drop off only.

Ensign Intermediate - change the "no stopping - to no parking/ drop off / pick up only" on the West side of Irvine Ave in addition to the Cliff drop off/pick up zone - may be safer. If you have a second drop off / pick up area then maybe Beacon Avenue would not be needed. Are sidewalks in the plans for Beacon? It just seems you need more options than the Cliff Drive drop off/pick up.

Newport Harbor - Is there a pull in area available for a secondary drop off/pick up area on 15th street where the lanes are being blocked? It looks like there would be enough land to push back the side walks and make a safe area.

I live on Clay Street and object to the bike lane and possible banning of parking although two hour increments may be more acceptable but bottom line, I dont think it will help. Even based on your information, it really does not fix the problems. The children are traveling from 15th street and Clay is not a street that is a direct route to any of the schools. We may be the path of least resistance due to parking but not the direct route nor the route that will be taken. It just does not make sense. The answer to me is that you need more than one drop off / pick up area. Parents do not want to spend more than 10 minutes in line.

The main streets to look for sidewalks and bike lanes are 15th, Irvine, and Cliff. Secondary Tustin to Beacon. People will take the most direct route and if there is a sidewalk and bike lane already there, we should be in good shape to accomodate this need. This is only my opinion and while I am not comfortable speaking up, I know that it is my duty to do so.

I do not like that the recomendation of Clay street and the reference to a very out dated "Bicycle Master Plan" is mentioned almost in passing and I would hope that City Council will not expect this to be considered "notification" on that subject. The Master Plan was built prior to zoning changes and a significant rise in street parking needed. That is really a separate subject that would need it's own forum for discussion.

Thank you,
Lisa Jacobs
500 Tustin Ave
Newport Beach CA 92663
713-817-7302

Brine, Tony

From: Patricia Insley <pinsley623@gmail.com>
Sent: Friday, May 18, 2018 9:12 PM
To: Brine, Tony
Subject: Newport Heights Traffic Study

Dear Mr. Brine,

We have attended and have appreciated the opportunity to participate in the meetings at Mariner's Library during all phases of this traffic study. In reading the final report, we are unhappy that a couple of points related to safety have not been included in the report. These points were voiced at the meetings we attended.

1: There is no mention made about bicycle responsibility. As noted at several meetings, many bicyclists refuse to follow the laws related to bicycle safety, especially those related to riding in bike lanes, stopping at stop signs, etc. Without a plan for enforcement, the safety of bicyclists, pedestrians and motorists is at risk. Several attendees requested that bicyclists be warned and then ticketed for failure to follow bicycle laws.

The entrance to the bike racks is being moved at Ensign to a location on Coral. However, unless there is enforcement, requiring bicyclists to use the bike lanes on Irvine Avenue, there is no provision for the safety of pedestrians who have a right to safe passage on sidewalks.

2. Crossing guards need to be empowered to support enforcing bicycle laws. Crossing guards now report that their only responsibility is to enforce pedestrian safety in crosswalks. Crossing guards need to be empowered to require that bicyclists remain in bike lanes rather than riding bicycles on sidewalks. Currently bicyclists ride the sidewalks on Irvine Avenue all the way to and from 17th street to Ensign.

As an example in the morning, motorists coming out of alleys on Irvine Ave who are planning to turn onto Irvine do not anticipate bicyclists heading south on the sidewalk. Motorists look south only for cars and do not notice the bicyclists to the north on the sidewalk. We have witnessed one accident and several near accidents at alleyways due to bicyclists riding on the sidewalk on Irvine.

We respectfully request that these points be incorporated into the final report of the traffic study: 1) a plan for police enforcement of bicycle laws and 2) empowerment of the crossing guards to require bicyclists to use the bike lanes rather than sidewalks. Please confirm that you have received this correspondence. Thank you

Pat and Don Insley
623 St. James Place
Newport Beach, Ca 93663
949 548 192

Brine, Tony

From: Robert Schacht <robert@innovaexams.com>
Sent: Friday, May 18, 2018 10:38 AM
To: Brine, Tony; Avery, Brad
Subject: Fwd: Npt Hts Study

Hi Brad and Tony,

Just want to share some of my thoughts on bike safety in the Heights. How can we do more then what is proposed in the study???

Thanks,

Rob

Would be great to see more aggressive changes.....

1. Most significant being one way streets in the heights. This way there is still parking, ample room for bike lanes and traffic flow can be controlled with medians, etc.
2. If that is too much, then streets like Irvine ave and 15th street should not have any parking, they are thoroughfares with a lot of traffic flow and should have bike lanes, adequate side walks (CM side of 15th which is a CM issue).

Last option is the one the city chose, the easy one where they get some community input that means little to them, then the enact the changes they already know they can do without much effort.

The proposed solutions are temporary, will require revisiting every 1-2 years because of the following:

- people pay little attention to signs
- police presence is good, but only has a temporary effect, and resources of the department come and go
- educating the kids is good and should be done, but they are kids and will make mistakes
- bike lane on Clay is great, but this is a small section that will not change much.

Overall, I would love to see the city create an environment where kids can safely get to and from school on their own, riding bikes or walking, ride bikes in the neighborhood on the weekend, etc. It pisses me off every time I hear people complain about how kids don't play outside anymore and how kids lack independence, etc....we need to help create an environment where kids can safely develop independence and free spirit. It is pitiful that the Heights bike rack has 15 bikes a day in the bike rack, there should 75 bikes a day there and much less traffic congestion. So, in a nut shell I would love to see a more dramatic neighborhood and community shift that will change the dynamic in the heights so we can all see a community with kids safely outside being active and independent.

Brine, Tony

From: Kiff, Dave
Sent: Friday, May 04, 2018 9:29 AM
To: Brine, Tony; Webb, Dave (Public Works); Vukojevic, Mark
Subject: FW: FW: Newport Heights Traffic Study - No changes to Clay Street

From: Chris Budnik [mailto:clbudnik2003@yahoo.com]
Sent: Friday, May 4, 2018 9:10 AM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: Fw: FW: Newport Heights Traffic Study - No changes to Clay Street

Dear Mr. Avery,

Hopefully you've had a chance to review my letter below. I have additional concerns regarding this proposed bike lane plan. We will end up with folks jockeying cars around twice a day, to avoid parking tickets. It doesn't matter if restricted hours are only a couple hours twice a day and only in one direction at a time. This plan essentially eliminates half the parking spots. On a practical level, folks are going to fight over the spots at night to avoid having to move in the morning. If a resident fails to move at night and tries to move in the morning, there may be no spots available nearby. I would also like to know how we are going to manage future growth in the demand for parking.

On balance, the plan is certainly well-intentioned but has serious flaws:

1. Does not address a root cause of our traffic issues (regional traffic that belongs on PCH and Newport Blvd flooding the neighborhood)
2. Will increase speeds and volume of traffic on bike lane streets
3. Serious negative consequences for residents, including personal safety

Children have made it to and from the schools safely for decades. One tragic, freak accident in all these decades is a horrible event to be sure and we are all interested in doing what is practical to help children be safe. But this plan is not practical and does little to improve safety. We'd be better off putting bike lanes on El Modena and Beacon. There are far fewer cars on those streets for bicycles to contend with.

Sincerely,

Christopher Budnik

----- Forwarded Message -----

From: Christopher Budnik <chris.budnik@macom.com>

To: clbudnik2003@yahoo.com <clbudnik2003@yahoo.com>

Sent: Friday, May 4, 2018, 9:08:34 AM PDT

Subject: FW: Newport Heights Traffic Study - No changes to Clay Street

From: Christopher Budnik

Sent: Monday, April 30, 2018 9:34 AM

To: 'bavery@newportbeachca.gov' <bavery@newportbeachca.gov>

Subject: Newport Heights Traffic Study - No changes to Clay Street

Dear Mr. Avery,

I own income property on the corner of Fullerton Avenue and Clay Street in the Heights. I've rented this house continuously for 17 years. My tenants have always parked on Clay, right by the front door. I just recently started advertising the property for rent. Apparently word is spreading quickly regarding parking on Clay being impacted by bike lanes. The city never informed me this was being considered but renters and real estate agents already think it's been approved! An agent called, but not about renting. She pressured me to sell but cautioned that her client would "offer less than 2320 Clay Street just sold for because parking on Clay was being eliminated and her buyer is now aware of it".

This situation is seriously upsetting a lot of people. I am unable to sleep normally going on three weeks now since I found out about this plan. I contacted several of my former tenants and asked if restricted parking on Clay would have been an issue for them. They all stated they would not have rented the property. The three female roommates who normally left for work at 9:00am were especially concerned about safety, coming home at night, unable to park near the front door, unless they were willing to wake up early and go move their cars. As a renter, can you imagine having to do that every morning 200 days a year?

City staff should stop considering ANY changes to parking on any residential streets. If anything should be changed on Clay, it's the volume of regional traffic and vehicle speeds. Speed bumps and stop signs could work well to address these issues. I'd like to meet with you to discuss this in more detail, especially the regional traffic issue. Right now I am busy trying to get a new tenant lined up. Hopefully I can do that soon but for now I have to disclose the parking situation to prospective tenants. My records show this house typically rented in less than one week once I put up the For Rent sign. That's no longer the case.

Respectfully,

Christopher Budnik

Owner – 501 Fullerton Avenue

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Brine, Tony

From: Kiff, Dave
Sent: Monday, April 30, 2018 5:12 PM
To: Brine, Tony; Webb, Dave (Public Works); Vukojevic, Mark
Subject: FW: Newport Heights: Proposed Parking Restrictions Clay Street

FYI

From: Jimmy Thomas [mailto:jtx12@hotmail.com]
Sent: Monday, April 30, 2018 5:02 PM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: Newport Heights: Proposed Parking Restrictions Clay Street

I live at 407 Fullerton in Newport Heights. Recently, it has come to my attention that the city is planning to restrict parking on Clay street. Specifically, I heard that during certain hours of the day, you will not be allowed to park on Clay street. Restricted Clay street parking raises a variety of issues in Newport Heights.

I am concerned that we are removing parking while the granny unit law increases parking demand. This is backwards. We should be trying to increase parking to support the granny unit law. If the city plans on removing Clay street parking for certain hours of the day, then granny units should not be allowed in the vicinity surrounding Clay street.

There is a safety issue here. Once in a while, after dark, my wife has had to park quite a distance from our home and walk with groceries. I never did like this. Early morning restricted Clay street parking results in even more difficulty finding a late night spot on Fullerton since Clay will be avoided. I don't like the idea of my wife doing more frequent late night walks. This is a personal safety issue.

Secondly, the parking on Clay street slows traffic down. If the parked cars are removed, the street will be more convenient resulting in increased speed and volume. While it may be true that narrowly striped lanes slow down traffic, the fact is parked cars slow traffic even more. Parked cars are more effective deterrent than narrowly striped lanes to reduce speed and volume. Clay street will see a rush hour increase in speeds and volume if parked cars are removed. I do not want to see any more traffic issues on Clay.

In my opinion, the proposal for Clay street will result in higher speeds and volume while reducing parking needed for granny units. It will result in more women walking late at night. It reduces parking capacity needed for the granny flat law. Please, leave Clay street the way it is. I understand the city wants to make Clay street

safer. However, I am not aware of any accident data that supports such a change. But, I am aware of granny units that will increase parking demand.

Thank You

James Kociuba

407 Fullerton Ave. (949)933-0145

Brine, Tony

From: Tim McHugh <btmchugh@gmail.com>
Sent: Sunday, April 22, 2018 3:51 PM
To: Brine, Tony
Subject: Clay St bike lanes

Hi Tony - just wanted to follow up with the Clay St bike lane discussion. I live at 3130 Clay St, the corner of Clay and Westminster just as an FYI.

Here are some concerns I have:

1. If you drive down Clay on nights/weekends you will find it full of parked cars. These are cars of people that actually live on Clay St or in the "mother in law suites" surrounding Clay St. If you shut down parking where will we park? Do you plan on starting a residential parking permit program so that only residents can park in Newport Heights to allow for those of us that live near Clay St to have a chance at parking in our own neighborhood? As beach season nears it only gets worse but is manageable due to parking on Clay St. Once you remove Clay St as parking "supply" Newport Heights will turn in to a parking mess. Which will mean the city will have to find a solution which will cost money. Has this been included in your estimates for the cost of this program?
2. Property values on Clay St and the surrounding areas will decline and property tax revenues will decline to the city. No, the neighborhood/homes will not be worth more because it has bike lanes - it will be worth less as there will be no parking in Newport Heights. Houses on bike lane streets will be worth less, and the rest of Newport Heights will turn in to a parking lot reducing home values near Clay St. A house is worth less if you have no parking or if you have to fight for parking every day. Has Newport Beach done a study to see how this will affect property taxes?
3. As many others have pointed out the vehicle speeds will increase on Clay St. If you widen the lanes for driving and add bike lanes average speed of cars will increase. This is a fact - a dozen studies across the world have shown this. The wider the lanes the safer drivers feel driving faster. Do you plan to have additional policing to slow down vehicle traffic?
4. If the concerns are that the streets are dangerous for bikes why is the city not increasing the police presence especially during school hours? I see children on bikes running stop signs without any care and cars sliding through stop signs. There are no police cars on Clay St, 15th St, etc... during school arrival and departure hours. Why can't the city start by trying to slow cars down and forcing bikers to follow the rules of the road?
5. If bikes lanes are a must why not put them on 15th St instead of Clay? 15th St has considerably fewer homes on it that require parking - and 15th has many areas where there is no legal parking today. i.e. in front of Newport Heights Elementary, near some of the cul de sacs closer to Irvine Avenue. So parking would not be as impacted if you add bike lanes to 15th St instead of Clay St. If these bikes lanes were on 15th St they would serve Newport Heights Elementary and Harbor High. So why would you take away parking on Clay (bigger impact to parking and the neighborhood) when you could put them on 15th St and actually provide bike lanes for children biking to school at Harbor and Newport Heights Elementary? Both Clay St and 15th St are routes for students going to Ensign but 15th directly connects to Harbor and Newport Heights - Clay St does not.

6. The city just added sidewalks on 15th St (not Clay St) for the safety of children going to school. So why aren't you adding corresponding bike lanes to 15th St if that is the appropriate street to add sidewalks for school safety?

Can you please update me on the timeline and process for approving these bike lanes? Thanks,

From: Lisa Jacobs
To: [Brown, Leilani](#)
Subject: FW: Some thoughts regarding the Newport Heights Neighborhood School Traffic Study
Date: Thursday, August 09, 2018 2:28:02 PM

----- Forwarded message -----

From: **Finnigan, Tara** <TFinnigan@newportbeachca.gov>
Date: Sat, May 26, 2018 at 7:29 PM
Subject: Re: Some thoughts regarding the Newport Heights Neighborhood School Traffic Study
To: Lisa Brockett <lisakbrockett@gmail.com>
Cc: Lisa Jacobs <ljacobs@usitexas.com>

Hello and thank you for your email. I'm going to forward it to Tony Brine, our City Traffic Engineer and the project manager for the study, as he will be able to answer your questions and he is reviewing all comments received.

Thanks again!

-Tara

Sent from my iPhone

> On May 26, 2018, at 3:46 PM, Lisa Brockett <lisakbrockett@gmail.com> wrote:

>

> Hello Tara,

>

> Thank you for sharing your findings on the school traffic study. I am from another state where very few children are allowed to ride their bikes or walk to school due to weather and distance, so there is a back up at drop off and pick up.

>

> Just an observation but it seems that there is no clear indication of where and how to drop off in comparison with other states (watch the old movie, "Mr. Mom). In addition, we had volunteers at the school that assisted with traffic flow to make sure everyone kept the children safe and for those unruly folks, there was at least one police officer on site or sitting in his/her car watching. There will always be a back up to pick up and drop off and in my experience, those who are in too much of a hurry to abide by the rules but we all try to get as much compliance as possible to keep the children safe. So that being said, a few thoughts....

>

> Can you treat the "no Stopping" area as a drop off / pick up area like they use at the airport? Where stopping to pick up or drop off is allowed but you are not able to just sit there? It would only be for a few hours a day. It also looks to me like Beacon needs sidewalks or a safe drop off area - but if you changed the verbiage on the signage to "no Stopping change to no parking 7-9 2-4, immediate drop off/pick up only" "Unattended cars subject to being towed" and have it monitored, like the

airport - it may be a safer alternative. Anyway, you get the idea.

>

> Bike lanes look to be adequate on 15th, Cliff, and Irvine avenues but your report does not address that. Can you address this?

>

> There is one comment that should be clarified as this report dovetails into the decisions being made on street parking and bike lanes. The line on page 8, regarding bicyclists (approximately 80%) travel southbound on Irvine Ave north of school. "A GOOD PORTION" - LATER is defined as approximately 30% cut over to Clay on the way home? Do you know if they are cutting back over to go down 15th street? It seems they are, but would like to confirm/clarify.

>

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>

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>

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>

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>

> I do not like that the recommendation of Clay street and the reference to a very out dated "Bicycle Master Plan" is mentioned almost in passing and I would hope that City Council will not expect this to be considered "notification" on that subject. The Master Plan was built prior to zoning changes and a significant rise in street parking needed. That is really a separate subject that would need its own forum for discussion.

>

> Thank you,

> Lisa Jacobs

> 500 Tustin Ave
> Newport Beach CA 92663
> 713-817-7302
>

Attention:

This e-mail is privileged and confidential. If you are not the intended recipient please delete the message and notify the sender. Any views or opinions presented are solely those of the author.

From: Lisa Jacobs <ljacobs@usitexas.com>
Sent: Friday, August 10, 2018 8:55 AM
To: Dixon, Diane; Avery, Brad; Duffield, Duffy; Muldoon, Kevin; Herdman, Jeff; Peotter, Scott; O'Neill, William
Cc: Rowin Jacobs; Brown, Leilani; Dept - City Council
Subject: Traffic Report and Objection to Clay street recommendations

City Council of Newport Beach California
100 Civic Center Dr.
Newport Beach, California 92660

RE; Neighborhood School Traffic Study

Honorable Council Members,

My wife and I live at the corner of Tustin and Clay, where we see all of the traffic at the intersection associated with the inbound bicycle/pedestrian school children and the vehicles. The amount of traffic at the intersection is not only absolutely amazing, but is the most chaotic orchestrated ballet of car and bicyclist who are totally negligent of the vehicle rules, period! We need to **"educate"** these children as to the rules of the road and **"enforce"** the rules. It is not only the bikes; the vehicles have culpability as well!

First and foremost, the study and its recommendations will only make travel on Clay Street more dangerous for the children both bicyclists and pedestrians.

- 1) Bike lanes without parked vehicles will effectively widen the street. There are studies that show wider streets speed up traffic, less safe for bikes.
- 2) Cars are a natural form of traffic calming as they tend to make the street appear narrower. They also help deter the bicyclists from riding 2-3 abreast. We see this daily.
- 3) The study did not capture the speeding problem on Clay, which I and many others who live on Clay, can tell you from firsthand experience exists. The cars "do" launch where there are 2 blocks without stop signs. Again dangerous. In the AM the cars try to overtake the bicyclists. If stop signs were placed at every intersection it would create a "more constant" speed and help eliminate the speeding issue. Again safer.
- 4) Studies prove having bike lanes without sidewalks puts the children (pedestrians) walking in harm's way.

The bike lane should be put on 15th Street, in bound only. The outbound afternoon traffic does not call for a designated lane. There are numerous reasons. According to the study, over half of the bicyclists riding on Clay are coming down (southbound) on Tustin from north of 15th and turning left onto Clay. Tustin is dangerous due to the volume of vehicle traffic!

- 1) Put the bike lane on 15th street where there are already sidewalks! The riders can then turn right onto Irvine Blvd, where there is an existing bike lane. This eliminates over 44 bicyclists dropping down to Clay before turning to Irvine and reduces Clay bicyclists down dramatically. Also, there are approximately 10 bicyclists dropping down to Clay from 15th between Santa Ana and Tustin, who would be safer on the 15th St. bike lane. There would be more than twice the bicyclists on 15th than Clay.
- 2) There are also less parked cars on the southside of 15th in the AM between Tustin and Irvine. I have done my own study as well as another resident on Clay which proves this. Less impact on residents.

Another **'unspoken'** issue is the amount of traffic being driven onto Clay and taken off 15th. The island installed on 15th and Santa Ana now drives anywhere from 50 to 60 cars eastbound onto Clay at the same time the children are riding to school. Please see chart below. 15th Street has benefited greatly from the traffic situation while Clay has suffered with

more congestion, **let's be fair!** The study should reflect the effects of the island on traffic and does not. We suggest further study is in order! Not to forget the **new** "no truck" signs everywhere but Clay. So, let's put more traffic and trucks onto Clay to mix with the children. **Wider, faster street, with more cars and trucks. Safety???** Clay is apparently becoming the unofficial by-pass street for the Heights. Put the children on 15th if you want safety.

The following chart, using the study figures depicts the volume of cars driving on eastbound on 15th and Clay at the intersections of Santa Ana and Tustin.

Traveling >> East Bound 7-9 am	Santa Ana	Tustin
15 th	> 151 cars	>136 straight
Clay	> 230 cars	>191 straight

We are all about safety but let's not forget the impact on the residents and the effect on property values. More traffic. The impact on parking, having to move cars twice a day. Many residents front doors face Clay and do not have the entire lot. Not right! Loss of parking with future demands from Accessory Dwelling Units, more cars as the current generation of youngster reach driving age, etc.

We are very aware this is a highly charged situation and there may be pressure on the city, but I appeal to you to do the right thing in the best interest of safety. This is a residential neighborhood not an alternate route for traffic. Make 15th the safe route, slow the traffic down everywhere. Let's get the schools to educate the kids with repercussions if they break the rules and push the police department to enforce the rules, especially during the morning peak hours.

Sincerely,

Rowin and Lisa Jacobs
500 Tustin Ave

Lisa Jacobs
US Imaging Inc
Vice President
Director Billing & Collections
Cell 713-817-7302
Phone 281-207-8654
Fax 281-207-8738

Attention:

This e-mail is privileged and confidential. If you are not the intended recipient please delete the message and notify the sender. Any views or opinions presented are solely those of the author.

From: Kiff, Dave
Sent: Friday, August 10, 2018 8:58 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Safety for Our School Children Petition

Importance: High

From: Cloud, Frances [mailto:FCloud@haleyaldrich.com]
Sent: Friday, August 10, 2018 8:57 AM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: Safety for Our School Children Petition
Importance: High

Dear City Council Members:

I have signed the Safety for Our School Children Petition to advocate the following:

1. Install bike lanes on 15th street due to proximity of the schools located there, the wider street width and sidewalks – creating a safer environment.
2. Install 4-way stop signs at all 4 way intersections on Clay street between Westminster and Irvine Avenue to create an even traffic flow and improve safety for the students.
3. Do not restrict parking on Clay street with striped bike lanes – it does not have the sidewalks and is clearly off-course for a direct route to the schools.
4. Do no act on a plan for Clay Street pending further study until actual neighborhood notification is completed and input is received from ALL RESIDENTS affected.
5. Request that the City provide formal notification to ALL THE RESIDENTS of the area regarding the 2014 Master Bike Plan that proposes elimination of all parking on Clay Street.

I will be in attendance at the August 14, 2018 City Council Meeting to represent my concerns regarding these issues.

Kindly,

Fran Cloud
Senior Administrative Assistant

Haley & Aldrich, Inc.
3187 Red Hill Avenue | Suite 155
Costa Mesa, CA 92626

T: (714) 371.1811
www.haleyaldrich.com

From: Kiff, Dave
Sent: Friday, August 10, 2018 8:45 AM
To: Brine, Tony; Dept - City Clerk
Subject: FW: OPPOSED to proposed bike lanes on Clay St.

For the record

-----Original Message-----

From: Allen [mailto:alliedtrn@gmail.com]
Sent: Friday, August 10, 2018 8:19 AM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: OPPOSED to proposed bike lanes on Clay St.

Ladies and gentleman,

We live at 510 El Modena Ave., just three doors off of Clay St. We strongly oppose the installation of bike lanes on Clay St. and/or the restricting of parking on Clay St., for the following reasons:

1. When we try to exit our alley onto Clay, traffic is ALREADY moving way too fast, making it very dangerous. Restricting parking on Clay will INCREASE the speed of traffic, making it even more dangerous.
2. There are no sidewalks along Clay, so putting the bike lanes on 15th St. would be a better plan.
3. 15th St. is wider & has sidewalks and thus better for accommodating bike lanes.
4. Schools are located ON 15th St., so it makes MUCH more sense to put the bike lanes on 15th St.

Thank you,

Allen & Kathryn Drucker
510 El Modena Ave.
Newport Beach, CA 92663

Sent from my iPad

Subject: FW: Newport Heights Neighborhood School Traffic Study

----- Forwarded message -----

From: **Donna Budnik** <donna.budnik@gmail.com>

Date: Thu, May 24, 2018 at 1:34 PM

Subject: Newport Heights Neighborhood School Traffic Study

To: citycouncil@newportbeachca.gov

Dear City Council,

I am writing in regards to the May 2018 Newport Heights Neighborhood School Traffic Study Results & Recommendations. I am very much opposed to a recommendation in the General Section, specifically the recommended incorporation of Bike Lanes and No Stopping signage on both sides of Clay Street. This proposal is not acceptable for the following reasons:

1. An accident on 15th street is not a reason to implement changes to parking on Clay. I was saddened by the accident that occurred last year however, the accident took place on 15th street. Therefore, I believe 15th Street is where you should be focusing your efforts to create a safer environment for cyclists.
2. The neighborhood needs parking to accommodate additional Granny Units. As the number of granny units being built in the neighborhood grows so does the need for parking. In addition, the idea of elderly folks having to move/park their car on some other street twice a day creates a safety issue.
3. The consultant report mentions making Clay Street just like Irvine Avenue but Clay has always been a residential street and not on the OC Master Plan of Highways. Both Irvine Avenue and 15th Street are part of the Master Plan and 15th Street is where the bike lanes were supposed to go.
4. If changes were being considered for Clay as part of some Bike Master Plan from 2014 then property owners should have been formally notified of city plans at that time, not four years later.

I would like very much to make our streets safer for our children coming and going to school. However, I am strongly against the idea of bike lanes and restricting parking on Clay Street. Simply adding stop signs or speed bumps on Clay could improve safety without the negative impacts of bike lanes.

Best regards,

Donna Budnik
501 Fullerton Avenue
Newport Beach, CA 92663

From: joann lombardo <jojoannmail@gmail.com>
Sent: Thursday, August 09, 2018 6:41 PM
To: Brown, Leilani; Dept - City Council
Subject: • May 2018 Newport Heights Neighborhood School Traffic Stud

Mayor and City Council

I am opposed to the current proposal to put a striped bike lane on Clay Street. The proposal increases safety risks for pedestrians on Clay including student walkers.

Section 21966 of the California Vehicle Code says pedestrians are not allowed to walk in bike lanes, except when no other options, such as sidewalks, are available. However the City of Newport Beach has not examined the feasibility of sidewalks on Clay Street and cannot make the required finding that no other options are available.

The proposal to place bike lanes on Clay Street is a short sighted proposal that will put the community at risk and opens the City to future liability claims.

Please take the time to fully study all options on Clay Street and develop an appropriate safe routes to schools plan that addresses routes of pedestrian as well as bike travel.

Thank you.

Joann Lombardo

2916 Clay Street, Newport Beach

From: Samuel DePoy <sdepoy@cscapitalinc.com>
Sent: Thursday, August 09, 2018 10:26 PM
To: Dept - City Council; Brown, Leilani
Subject: Clay Street - Bicycle Blvd Proposal

Importance: High

To Whom It May Concern,

My name is Samuel DePoy and I own and reside with my Family at 3110 Clay Street, Newport Beach, CA.

We're writing this e-mail as my previous e-mail was not included in the 8/15 Meeting Agenda Correspondence and hereby request that it is included.

Owning a home on Clay Street, we are adamantly opposed to the idea of removing and or restricting parking on Clay Street and adding bike lanes making it a "Bicycle Boulevard."

Our reasons are many and include but are not limited to the following:

- 1.) The Newport Beach Bicycle Plan was approved several years ago and is now outdated given new statewide measures enacted;
- 2.) The City is clearly mixing "Bicycle Plan" with "School Safety" and not being transparent in its actions;
- 3.) The City is imposing its "vision" of promoting bicycle ridership for all on the backs of a few of its citizens;
- 4.) The City's vision for bike traffic as outlined in its plan is out of touch w/ current bicycle ridership routes through the neighborhood. I live on Clay. I know what the bicycle and pedestrian count is at various times during the day and can assure you that the City's limited "study" is not reality. Refer to # 3 above ... the City is attempting to impose this on the backs of a few;
- 5.) Traffic on Clay Street already travels too fast. Currently the only thing that slows current traffic is parked cars and people walking on the street. Currently, the only thing that slows traffic is people such as myself that exit my car with door wide and overtly motion for them to slow down. Adding stop signs will not help as they are often ignored. In addition, we have a drainage compression at Clay and Catalina in which cars often scrape their bumpers on due to excessive speed and if they do slow enough not to scrape, they accelerate quickly out of it. Removing parking and adding bike lanes that perhaps 10-15 per day will use, will turn Clay Street into a drag strip;
- 6.) The City does not appear to have coordinated any of this with the City of Costa Mesa. Because the City of NPB appears to be conflating Bicycle Plan w/ School Safety, IT MUST collaborate with the City of Costa Mesa. In an effort to share the burden. Most of the children coming from the west to east (from say Newport Blvd.) or down Tustin and then east towards the schools are from Costa Mesa (w/ the exception of the Lido and Peninsula kids who seem to travel Cliff before making their way up).

Finally, we are also opposed to any effort to impose the installation of sidewalks on Clay and or any other street in the Newport Heights neighborhood. This is generally a quiet neighborhood ... stop trying to: 1.) Solve something that is not a problem; and 2.) Impose something for others on the backs of a few.

Thank you for your consideration.

Samuel DePoy and Family
3110 Clay Street

From: Kiff, Dave
Sent: Thursday, August 09, 2018 4:42 PM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Re Clay bike lane

For the record

-----Original Message-----

From: Carrie Slayback [mailto:carrieslayback@gmail.com]
Sent: Thursday, August 9, 2018 4:33 PM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: Re Clay bike lane

Honorable Mayor Muldoon and Newport Beach City Council,

I write you as a resident of Riverside Avenue, Newport Beach.

You are considering bike lanes on Clay.

Please do a current traffic count on Tustin, Riverside, Santa Ana and Clay.

As Councilman Avery observed in a recent phone communication, there has been an increase of traffic, obvious to those of us who drive our streets daily.

Our streets are narrow, parking is at a premium, and there are no sidewalks on many streets.

If safety for schoolchildren is your concern, it seems to me that you are putting them at risk with a bike lane. Bike riders have a false feeling of safety inside a painted line. With two way traffic on Clay, there is not room for a comfortable distance between cars and bikes. I drive and run down Clay. When driving, I have to swerve to give dog-walkers and bikers space. Running, I have to duck behind parked cars and allow moving vehicles to pass.

Where will the many strollers, dog walkers and runners go? We do not want to compete with bikes in their designated space. Our pedestrian space will be nonexistent with a bike lane and two-way traffic.

Your plan includes eliminating parking. Clay has many parked cars. I know they belong to residents because I pass them at 5:30 a.m. when our neighborhood is asleep. Where will those parked cars go? They will compete with residents on adjacent streets.

Please study our neighborhood carefully, listen to residents and reconsider your plan to eliminate parking and add a bike lane.

Sincerely,

Carrie Slayback

P.S.

From: Kevin Healy <kevinhealy8@gmail.com>
Sent: Friday, August 10, 2018 5:06 PM
To: Brown, Leilani; Dept - City Council; Joann
Subject: Bike Lanes on Clay Street

Hello my name is Kevin Healy and I live at 464 Santa Ana Ave for the last 22years. And while my address is on Santa Ana - my front door is on Clay Street...we live on the corner and have seen just about all you can imagine when it comes to Student Safety.

Our Antique neighborhood is over 75 years old with charming homes and beautiful landscaping. In fact its rumored that Ozzie and Harriet live just down the street with Father Knows Best just a couple of blocks away.

The point is our neighborhood is A NEIGHBORHOOD. And Bike Lanes do NOT work here. To date our neighborhood has been impacted with Mini-Mansions, Fast Cars with minimal policing, Traffic Circle projects that have been abandoned and of course Halloween as we are Party Central hosting kids who come as far away as Santa Ana and Tustin in buses.

Over the years we have seen how students get to school:

1. 10 - 20 years ago the majority of kids walked
2. 5-10 years ago they rode bikes and today truth is very few do ride bikes (your traffic study projects 40 bicyclists from Santa Ana to Tustin Ave in the AM and 25 in the PM)
3. Now they use skate boards and scooters with electric bikes as well and student pedestrians are at high risk. Pedestrian students texting in a Bike Lane would be disastrous

My point is kids are constantly changing and the use of a Bike Lane is 5 to 10 years too late.

Walking students, Skateboards and Scooters are now the preferred means of transportation. With a Bike Lane in place on Clay St reaching speeds of 10 to 12 MPH pedestrians, bikes and cars (especially in the morning) are at high risk.

Thank God there have been no fatalities thus far...

And with 95% of kids going to Ensign JR High these younger kids (age12-14) are not going to be safe. As for High School kids walking down Clay Ave they are non-existent. As walking or biking to school is just not COOL - Just ask my two daughters.

The point I am trying to make is:

- 1) A Bike Lane on Clay Ave is a poor, mis-application to Student Safety.
- 2) A Bike Lane would really act as "Fast Track" where kids on Bikes, Scooters and Skateboards would dominate the Lane at the expense of other students with future accidents just waiting to happen
- 3) This neighborhood was never designed to handle simultaneous neighborhood activities like: car traffic, bikes, electric bikes scooters, pedestrians, neighbors walking dogs, lawn and gardening services, two income families driving off to work --- all at one time

I realize the City is looking for a solution after the Tragic Accident that happened two years ago. But now some neighbors think the City is using the Bike Lane as a way to avoid a lawsuit in the name of student safety.

And the neighbors are tired of City Council overreach, like when they put a Traffic Circle on my corner at Santa Ana & Clay. It was a disaster: The City spent \$18,000 to learn that it did not work for student safety as vandalism and wreck-less driving were the end result.

4x4's would intentionally run over signs, Motorcycles would fly right through the circle at 30MPH. And Students walking were only confused as to how they should proceed walking down the street dodging cars, bikes etc. It was a mess.

In my opinion, The Bike Lane Solution is really located on 15th street one block north of us - where students can utilize side walks, streets and stop signs. In addition there should be more policing to ensure safety for all. And yes warnings, tickets and citations should be used for improved compliance.

However before any proposal is considered I simply ask: Please do your homework (supported with data). And get answers to the obvious questions

- 1)How many kids: walk - drive - bike- skateboard - drive from Clay and NB Bld to Clay and Irvine Ave. Your traffic study does not drill down on the details that reflect everyday activities but only gives broad generalizations on bike counts and entire student populations distorting reality.
- 2)What differences are there between the morning walk to school and the afternoon walk to school?
- 3)How many students who attend Ensign JR High, NHHS actually use Clay Street to reach their destination?
- 4)How many parked cars will be impacted with restrictions (AM & PM)?
- 5)Are the schools giving adequate instruction on student safety?
- 6)How well is 15th street working with its new sidewalks when it comes to student safety and how much additional capacity can they take on?
- 7)What is the law suit potential for Bike Lanes on Clay Ave vs leaving things currently as they are?
- 8)What is the city of Costa Mesa doing to help ? With 95% of the kids (my estimate) coming from the west side of Costa Mesa
- 9)What about more School Buses?
- 10)How many Council persons, traffic engineers, police and parents have walked from Clay St & NB Bld to Clay St & Irvine at 7:30 am on a Wednesday in October ? My guess is somewhere between "Slim" and "None"

Respectfully Yours,

Kevin Healy
464 Santa Ana Ave.
Newport Beach, Ca 92663
Phone: 949-400-6489

From: Kiff, Dave
Sent: Monday, August 13, 2018 9:00 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Newport Heights Neighborhood School Traffic Study

From: Todd Cortell [mailto:tcortell@pacbell.net]
Sent: Sunday, August 12, 2018 6:49 PM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: FW: Newport Heights Neighborhood School Traffic Study

I am forwarding an email that I sent to Tony Brine. Thanks.

From: Todd Cortell <tcortell@pacbell.net>
Sent: Sunday, August 12, 2018 10:24 AM
To: 'tbrine@newportbeachca.gov' <tbrine@newportbeachca.gov>
Subject: Newport Heights Neighborhood School Traffic Study

Tony,

I am writing this email as a Tustin Avenue (between Cliff & Clay) Newport Heights homeowner/neighbor/responsible citizen, since 2002 and the concerns that I've had for my street/neighborhood from the first moment that I moved here. I understand that Tustin is going to be a thruway to schools/beach with apps like WAZE, Uber, Google Maps, etc. and city work that funnels people to our street, but I hold the city responsible for the speed on the street and all of the near misses with pedestrians/bicyclists/skateboarders, etc.. I have the following thoughts that I have expressed before, but nothing has been done.

- 1) Traffic Calming – Costa Mesa has done a great job on I believe 20th Street and some others with jagged islands that slow the traffic and are much more pleasing to the eye than speed bumps – why can't Newport do the same?
- 2) Bike education – throughout the neighborhood there are all ages of bike riders that are biking on the wrong side of the road. This is simple education that bikers should bike with the flow of traffic. After each tragedy, I don't read anything about the proper way to ride ones bike. This is a real problem on Riverside Drive turning into Cliff Drive with people coming from PCH and heading to the schools and riding on the wrong side of the street. I know the other side of Riverside/Cliff is not inviting, but that's the city's fault.

I understand this study was around school activity, but this is a problem 24/7. I also have a real issue with the conclusion that speeding is not a problem within the neighborhood, but they did point out that Tustin between 15th and 16th is a problem and I can assure you that Tustin between Cliff and Clay is an even worse problem (this block was not part of their speed study).

In summary, we need people to drive the speed limit on the surface streets. I've been to meetings before where a city representative has stated that most of those speeders live in the neighborhood (may or may not be true) and my response is most violence is domestic between family members, but we don't stop trying to solve and prevent those crimes.

Sincerely a concerned neighbor,

Todd Cortell
425 Tustin Avenue
Newport Beach, CA 92663
949-355-2889
tcortell@pacbell.net

From: Kiff, Dave
Sent: Monday, August 13, 2018 8:59 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: Parking Restrictions and Bicycle Lanes On Clay Street

-----Original Message-----

From: Michael P.H. Barnett [mailto:michaelphbarnett@yahoo.com]
Sent: Monday, August 13, 2018 3:28 AM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Cc: Budnik Christopher <clbudnik2003@yahoo.com>
Subject: Parking Restrictions and Bicycle Lanes On Clay Street

I own properties at 442 Fullerton Avenue and 518 Fullerton Avenue

I am for student safety.

I think if you are going to put bike lanes it should be on 15th Street and not on Clay Street because it would be safer because the two of the three schools are on 15th Street, 15th Street is wider than Clay Street, 15th Street has sidewalks and Clay Street does not so you wouldn't have pedestrians walking in the bike lanes and 15th street has some three way intersections, which are safer than four way intersections, as opposed to corresponding four way intersections on Clay Street.

Before any action is taken on Clay Street I want more time for resident and public input.

Michael P.H. Barnett

From: Kiff, Dave
Sent: Monday, August 13, 2018 9:00 AM
To: Dept - City Clerk
Subject: FW: Note to City Council Regarding the Traffic Study
Attachments: Newport Heights Improvements Aug 2018.docx

From: Murphy McCann [mailto:murphymccann@hotmail.com]
Sent: Sunday, August 12, 2018 6:13 PM
To: Avery, Brad <bavery@newportbeachca.gov>; Brine, Tony <tbrine@newportbeachca.gov>; Dixon, Diane <ddixon@newportbeachca.gov>; Kiff, Dave <DKiff@newportbeachca.gov>; Duffield, Duffy <dduffield@newportbeachca.gov>; Muldoon, Kevin <kmuldoon@newportbeachca.gov>; Herdman, Jeff <jherdman@newportbeachca.gov>; Peotter, Scott <speatotter@newportbeachca.gov>; O'Neill, William <woneill@newportbeachca.gov>
Subject: Note to City Council Regarding the Traffic Study

Dear Newport Beach City Council, Mr. Kiff, and Mr. Brine,

As we move toward implementing changes to make Newport Heights safer, I am looking forward to the City Council's review of the Traffic Study on Tuesday. Thank you for all you've done to get us this far.

Be aware that pedestrian and bicycle safety is a problem that is year-round. Note that recently, a boy was run off the road by a truck on Clay St., coming home from Junior Guards. You need to consider that this happens often without any notification to the City or the NBPD. As such, the need for improvements is greater than the data would suggest. This was a non-fatal incident, but any such incident can become fatal if the circumstances are only slightly different.

For the upcoming August 14th City Council study session regarding the Traffic Study for the schools in Newport Heights, I strongly believe that the City Council should review some modifications as well as some additional measures. While the spirit and recommendations within the Study are truly welcome, there are additional measures that are needed when one a) considers the information stated in the study, and b) considers additional information that was not published in the study. A summary of the modifications and additions is attached.

I have sent most of these recommendations to Tony Brine since the traffic study was published. I understand the scope of the study, which is to protect children commuting to and from school within Newport Heights.

If you feel that any of these additional recommendations go beyond the scope of the Study, or neglect any part of the neighborhood, I will be at the study session on the 16th to discuss in person. I can also make time at your convenience to discuss them prior to the final vote on this matter.

Let's make Newport Heights safe for pedestrians and bicyclists.

Sincerely,
Murphy
Murphy McCann
729 St. James Rd.
Newport Beach, CA 92663

From: Kiff, Dave
Sent: Monday, August 13, 2018 8:59 AM
To: Dept - City Clerk; Brine, Tony
Subject: FW: School Traffic Study
Attachments: Newport Beach letter to residents.pdf; Wider lanes increas traffic speeds.pdf

From: Nancy Scarbrough [mailto:nscarbrough@spacesquared.com]
Sent: Sunday, August 12, 2018 6:52 PM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: School Traffic Study

Dear City Council,

I am a resident of Newport Heights and live at one of the busiest intersections in Newport Heights. We raised 3 children who attended all three of the local schools, Newport Heights Elementary, Ensign and Harbor. I generally support the proposed School Safety measures that staff has recommended. However, I am **adamantly opposed to bike lanes, restricted parking and/or sidewalks** on Clay Street and Tustin Avenue for the following reasons:

1. **Notification to residents and transparency of the intended changes by the City.** The attached letter is the only notification sent to residents. There was some notice on social media, but many concerned residents are not regular participants in social media. I have talked to several residents who were totally unaware that bike lanes and sidewalks were under consideration by the City. Some did not receive the letter and others, who did receive the letter, did not understand what the City staff was proposing when they read the letter. It does not clearly state that the City is proposing to put in bike lanes, restrict parking and possibly remove landscaping and trees to install sidewalks. That kind of information would certainly have been more transparent and received more attention by affected residents. I personally knocked on 12 doors today, along Tustin, Riverside and Clay. Of the 6 people who answered their doors, 4 knew nothing about the proposed Clay bike lanes and were against them, 1 had heard about the bike lanes and was also against the bike lanes, 1 was for the bike lane. I believe this demonstrates the fact that the City has not done a thorough job of letting all of the residents know what the proposed changes are.
2. **Involvement of our Police in education and awareness for students and parents.** The Police Department stated at a meeting a month or so ago, that they didn't have the resources to have officers patrol in the area of the Heights that is most affected by school traffic. The stated reason, by the NBPD supervisor that night, was that there wasn't a problem and therefore they couldn't justify allocating officers to patrol the Newport Heights area during the morning and afternoon when this congestion is taking place. If the Police Department says that this isn't a problem, why are we spending time talking about this? If there really is an issue, the Police can be compelled by the City Council to provide services in Newport Heights a few days a week for an hour or so in the mornings and afternoons. Many residents expressed frustration about this at the town hall meeting. Even the presence of a Police vehicle would get the attention of the kids riding in the middle of the street, 3 abreast and not stopping at the stop signs. I live at the intersection of Tustin and Clay and have observed, first hand, the traffic and controlled

chaos that occurs for 20 minutes (between 7:40 and 8:00am) on school days. This behavior, by the way, is also the behavior of many adults riding in the neighborhood and can be observed every weekend.

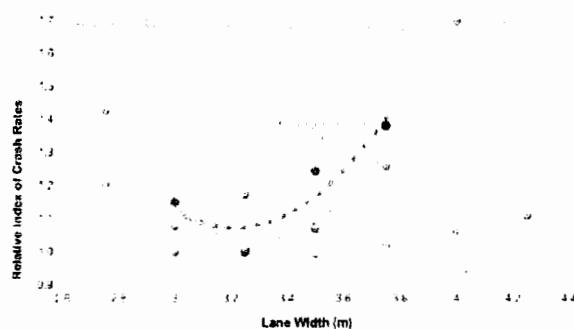
3. **Installing bike lanes and restricting parking will increase the traffic speed on Clay.** Engineering studies in other cities have determined that by increasing the width of the street by restricting parking, the speed of the vehicle traffic is increased, escalating the possibility of more serious traffic accidents. The parked cars actually slow the vehicle traffic down. Attached is an opinion by another city (engineer) for your review.
4. **The State of California recently passed legislation requiring cities to allow Accessory Dwelling Units without providing additional parking.** When residents begin to add these “Granny units” or convert existing garages, the requirement for parking will increase. The impact of this additional parking must be considered in the overall parking and traffic issues in the Heights.

I would encourage the Council to adopt the staff proposed School Safety measures **without approving the bike lanes and parking restrictions proposed for Clay Avenue.** The residents appear to be split on this issue and until the City has an honest and transparent interaction with all of the residents, they can’t possibly know what we want or need. It is not up to the City staff to dictate projects “for the greater good” when they haven’t fully informed the affected population of their intentions.

Best regards,
Nancy Scarbrough
Newport Heights resident

Compelling Evidence That Wider Lanes Make City Streets More Dangerous

By Angie Schmitt May 27, 2015 87



The rate of side impact crashes is lowest on urban streets with lanes about 10.5 feet wide — much narrower than the standard 12 feet. Graph: Dewan Karim

The “forgiving highway” approach to traffic engineering holds that wider is safer when it comes to street design. After decades of adherence to these standards, American cities are now criss-crossed by streets with 12-foot wide lanes. As Walkable City author Jeff Speck argued in CityLab last year, this is actually terrible for public safety and the pedestrian environment.

A new study reinforces the argument that cities need to reconsider lane widths and redesign streets accordingly. In a paper to be presented at the Canadian Institute of Traffic Engineers annual conference, author Dewan Masud Karim presents hard evidence that wider lanes increase risk on city streets.

Karim conducted a wide-ranging review of existing research as well as an examination of crash databases in two cities, taking into consideration 190 randomly selected intersections in Tokyo and 70 in Toronto.

Looking at the crash databases, Karim found that collision rates escalate as lane widths exceed about 10.5 feet.

Roads with the widest lanes — 12 feet or wider — were associated with greater crash rates and higher impact speeds. Karim also found that crash rates rise as lanes become narrower than about 10 feet, though this does not take impact speeds and crash severity into account. He concluded that there is a sweet spot for lane widths on city streets, between about 10 and 10.5 feet.

In Toronto, where traffic lanes are typically wider than in Tokyo, the average crash impact speed is also 34 percent higher, Karim found, suggesting that wider lanes not only result in more crashes but in more severe crashes.

The “inevitable statistical outcome” of the “wider-is-safer approach is loss of precious life, particularly by vulnerable citizens,” Karim concluded.

Filed Under: Safety



CITY OF NEWPORT BEACH
100 Civic Center Drive
Newport Beach, California 92660
949 644-3311 | 949 644-3308 FAX
newportbeachca.gov/publicworks

July 23, 2018

Nancy Scarbrough
457 Tustin Ave
Newport Beach, CA 92663

Dear Newport Heights Resident,

The City has recently completed a Newport Heights Neighborhood School Traffic Study. The focus of the study is the review of school activity around Newport Heights Elementary, Ensign Intermediate, and Newport Harbor High School.

The link below will take you to the Newport Heights Neighborhood School Traffic Study. You may send comments/thoughts regarding the study by letter, or by e-mail if this is more convenient.

<http://www.newportbeachca.gov/government/departments/public-works/transportation>

The City Council will be discussing the Study at their meeting on August 14. Typically the Study Session begins at 4:00 pm in City Council Chambers at City Hall, 100 Civic Center Drive.

If you have any questions, please let me know. Thank you.

Sincerely,

Tony Brine, P.E., T.E.
City Traffic Engineer
100 Civic Center Drive
Newport Beach, CA 92660
Phone: (949) 644-3329
e-mail : tbrine@newportbeachca.gov

From: Chris Budnik <clbudnik2003@yahoo.com>
Sent: Monday, August 13, 2018 11:12 AM
To: Dept - City Council; Brown, Leilani
Subject: Safety For School Children Petition with Signatures
Attachments: Safety for School Children Petition 08132018.pdf

Dear City Council,

Please find attached for your consideration the attached petition regarding the proposed safety measures for school traffic. We have thus far gathered signatures from 135 people representing 96 addresses in Newport Heights as of August 13th, 2018.

I will submit to the City Clerk shortly and look forward to the council meetings tomorrow.

Sincerely,

Christopher L Budnik

PETITION: SAFETY FOR OUR SCHOOL CHILDREN

TO: City Council of Newport Beach California
100 Civic Center Drive
Newport Beach CA 92660

We the undersigned petition the City Council of Newport Beach CA regarding the Newport Heights Neighborhood School Traffic Study recommendations as follows:

1. Install bike lanes on 15th Street for the following reasons:
 - a. Schools are located on 15th Street
 - b. 15th Street is a wider than Clay Street and safer for bike lanes
 - c. 15th Street has sidewalks allowing for separation of bikes and pedestrians
 - d. 15th Street intersections are primarily 3-way and safer than 4-way intersections on Clay
2. Do not install striped bike lanes on Clay Street as it would make it less safe for students walking
 - a. California Vehicle Code restricts pedestrians on striped bike lanes
 - b. Safe Routes to School program focuses on safe pedestrian environments for students
3. Do not restrict parking on Clay Street for the following reasons:
 - a. Parked cars visually narrow the roadway and calm the flow of vehicle traffic.
 - b. Removal of the parking will encourage higher vehicle speeds and cause greater hazards to students on Clay Street
4. Install 4-way stop signs at all 4-way intersections on Clay Street between Westminster and Irvine Avenue to create an even traffic flow and improve safety for students
5. Do not act on a plan for Clay Street pending further study, until actual neighborhood notification is completed and input is received from residents

NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Kristie Dymek	410 Fullerton	8/12	Kristie Dymek
Susan Keeling	404 Fullerton	8/12	Susan Keeling
MELISSA BOETTNER	411 FULLERTON	8/12	Melissa Boettner
ANDY BOETTNER	411 FULLERTON	8/12	Andy Boettner
MARY GRANSOI	415 FULLERTON	8-12	Mary Gransoi
Robert GRANSOI	415 FULLERTON	8-12	Robert Gransoi
R. Cannedy	2207 CLAY ST	8-12	R. Cannedy

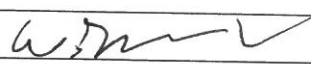

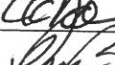

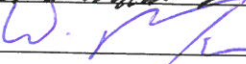

gatherer

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MATT VAS	2301 CLAY ST.	8-10-18	
WILLIAM L. VAS	2301 CLAY ST	8/11/18	
Lynda Adams	444 Aliso Ave	8/12/18	
ERNEST ADAMS	" " "	"	
CARIN ADAMS	444 Aliso Ave	8/12/18	
William Munce	2320 Clay St.	8-12-18	





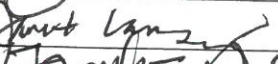




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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Chris Budnik	501 Fullerton	8/9/18	
Donna Budnik	501 Fullerton	8/9/18	
Karen Hurst	505 Fullerton	8/9/18	
ROBERT GALBRAITH	500 Fullerton	8-9-18	R.B.G.
DANA WAPLER	504 Fullerton Ave	8/9/18	
Janet Lansing	510 Fullerton Ave	8/9/18	
FRANK WILFERT	438 Fullerton Ave	8/9/18	
Brenda Wilfert	438 Fullerton Ave	8/9/18	
Muddy M	2101 Clay Street	8/9/18	
Missy Compton	444 Irvine Ave	8/9/18	

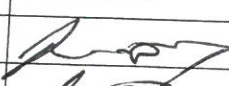
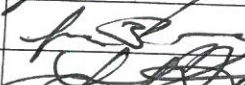
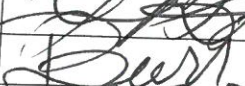




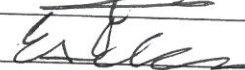
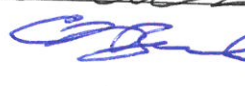

← gatherer

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Jakeh Bradley	2100 clay	8/9	
Leah Bradley	2100 clay	8/9	
Lynn Buman	515 Irvine	8/9	
Burr Buman	515 Irvine	8/9	
MICHAEL DWANSON	441 ALISO	8/9	
Thian Lew	440 Aliso	8/9	
Tom Boyer	507 Aliso	8/9	
Kern Cobb	2401 Clay	8/9	
Abdullah Bin Dhanir	432 Aliso Ave	8/9	
Estelle Morris	2004 Clay	8/9	

gatherer: Christopher Budnik

 8/14/18

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MARY PRACUL	515 Fullerton Dr.	8/10/18	M. Pracul
DAVID BOULARD	415 Santa Ana	8/10/18	D. Boulard
MINNIE BALLARD	415 Santa Ana	8-10-18	Minnie Ballard
Jim Kociuba	407 Fullerton Ave	8/12/18	Jim Kociuba
Robert Kociuba	407 Fullerton Ave	8/12/18	Robert Kociuba
G. Nesbit	510 Aliso	8/12/18	G. Nesbit


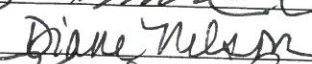
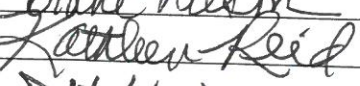
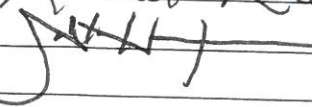
gatherer: Christopher Budnik *C. Budnik* 8/12/18

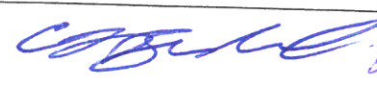
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FRANCES LOUP	515 FULLERTON	8/10/18	
Diane Nelson	515 ALISO	8/10/18	
KATHLEEN REID	527 IRVINE AVE	8/10/18	
Jack Howden	512 FULLERTON	8/10/18	

Gatherer: Christopher Budnik  8/12/18

Gatherer: Lisa Jacobs 8/9/2018 500 Tustin
PETITION: SAFETY FOR OUR SCHOOL CHILDREN

Lisa Jacobs

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 100 Civic Center Drive
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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Tom Anderson	2616 Clay St. ^{NPD}	8/9/18	<i>[Signature]</i>
Sunny Anderson	2616 Clay St	8/9/18	<i>[Signature]</i>
J. Leal-Reon	510 Riverside	8/9/18	<i>[Signature]</i>
DELIA	511 GUELFSIDE	8/9/18	<i>[Signature]</i>
DELIA	" "	8/9/18	<i>[Signature]</i>
John & Bel Martelli	501 San Bernardino	8/9/18	<i>[Signature]</i>
Michael Smith	445 ELMURVA	8/9/18	<i>[Signature]</i>
Roxie Vagals	500 TUSTIN	8/9/18	<i>[Signature]</i>
<i>[Signature]</i>	500 Tustin	8/10	LISA JACOBS

Signatures by : MATTHEW KAPLAN *mk* 8/11/18
 511 TUSTIN AVE
 Newport Beach, CA 92663
 Signed by

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MATT + RORIE KAPLAN	511 TUSTIN AVE	8/9	<i>mk</i>
Bethan Edwin Sudduth	507 Tustin Ave	8/9	E. Sudduth
Richard + Sheila Knight	512 Tustin ave	8/9	<i>SK</i>
NIKKI + ERIC HENDRIX	503 Tustin Ave	8/9	<i>m. hendrix</i>
Dominika + Quang Vo	547 Tustin Ave	8/9	<i>Q Vo</i>
LARRY WAHL	538 Tustin	8/9	<i>L Wahl</i>
Kat Makarov	524 Tustin	8/10	<i>Kat</i>
George Kailimai	524 Tustin Ave	8/10	<i>George</i>
CHRISTINE GARDINER	504 TUSTIN AV	8/10	<i>Christine Gardiner</i>
HENRY KACIOREK	500 RIVERSIDE AVE	8/10	<i>H Kaciorek</i>

Edwin out of town confirmed by phone
 matt kyle

8/11/18

[illegible]

Gratherer; Lisa Jacobs 8/10/2018
8/11/2018 *Lisa Jacobs*

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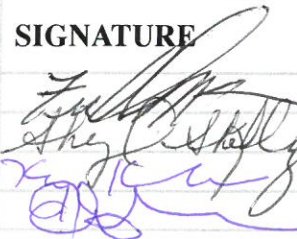

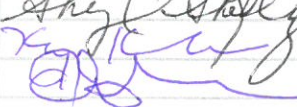

NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Rebecca Bethell	511 El Modena	8/10/18	<i>[Signature]</i>
Geri Ferguson	519 El Modena	8/10/18	<i>[Signature]</i>
Mark Kirchner	519 EL Modena	8/10/18	<i>[Signature]</i>
BRAD Lisotto	542 Tustin An	8/11/18	<i>[Signature]</i>
Linda Heller	506 Aliso Ave	8/11/18	<i>[Signature]</i>
Richard Nelson	515 Aliso Av.	8/11/18	<i>[Signature]</i>
Monika Cisek	530 Aliso Ave	8-11-18	<i>[Signature]</i>
SUSAN GROUT	525 ALISO AVE	8-11-18	S. GROUT


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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Fullmer	2801 clay st.	8/12/18	
Sheryl Skelley	2801 clay st.	8/12/18	
Kay Kocumba	407 Fullerton	8/12/18	
W. Lasilla	501 Irvine	8/12/18	

gatherer: christophen Budnik  8/12/18

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Stacy L. Healy	5164 Santa Ana	8/11/18	Stacy L. Healy
Kevin F. Healy	464 Santa Ana	8/11/18	Kevin F. Healy
Roger Ketelsleger	460 Santa Ana	8/11/18	Roger Ketelsleger
Cris Ketelsleger	460 Santa Ana	8/11/18	Cris Ketelsleger

I Kevin Healy - 464 Santa Ana
Newport Beach, gathered ALL
The Above Signatures

Kevin F. Healy
8/12/18
(949) 400-6429

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
L. Hansen	3209 Clay	8/12	[Signature]
SERDAN A	3030 Clay St.	8/12	[Signature]
Serdan M	3030 Clay St	8/12	[Signature]
Linda Moeller	516 Catalina	8/12	Linda Moeller


gathered by Lowell Anderson 3109 Clay NB CA 92660
 on 8/12/018 Lowell Anderson

PETITION: SAFETY FOR OUR SCHOOL CHILDREN

TO: City Council of Newport Beach California
100 Civic Center Drive
Newport Beach CA 92660

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Glenn Baker	445 Redlands av	8/12/18	

I, Curt Herberts, Personally Obtained The above Signatures
Curt Herberts 8/12/2018

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Curt Herberts	4655 San Bernardino ^{N.B.}	8/11/2018	Curt Herberts
Melissa Ann Herberts	465 San Bernardino	8/11/18	Melissa Herberts
Joseph M. Martens	501 San Bernardino	8/11/18	Joe M. Martens
Lisa G. Martens	501 San Bernardino	8/11/18	Lisa G. Martens
Susan Hogg	455 San Bernardino	8.11.18	Susan Hogg
John Hogg	455 San Bernardino	8/11/18	John Hogg
CONSTANCE ESTERIO	434 SAN BERNARDINO	8/11/18	Constance Esterio
Mark Simon	451 San Bernardino	8/11/18	Mark Simon
Joyce Simon	451 San Bernardino	8/11/2018	Joyce Simon
William Brown	519 Santa Ana Ave	8/12/2018	William Brown

F, Curt Herberts, Personally Obtained the above Signatures
Curt Herberts 8/12/2018

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Samuel DePoy	3110 Clay	8/11/13	[Signature]
Dana DePoy	3110 Clay	8/11/13	[Signature]
Lowell Anderson	3109 Clay	8/12/13	Lowell Anderson
Lowell Anderson			
Catherine Anderson	3109 Clay	8/12/13	[Signature]

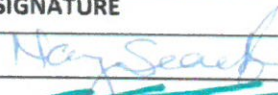


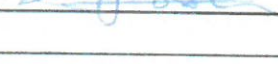

Signatures gathered by Lowell Anderson, 8/12 & 8/13
 3109 Clay N Beach CA 92663 Lowell Anderson

PETITION: SAFETY FOR OUR SCHOOL CHILDREN

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Nancy Scarbrough	457 Tustin Ave.	8/9/18	
Charles Klobe	457 Tustin Ave.	8/9/18	
Grant Regaldi	449 Tustin Ave	8/9/18	
STEVE BISH	433 TUSTIN	8/9/18	
GATHERER NANCY SCARBROUGH 457 TUSTIN 8/12/18 			

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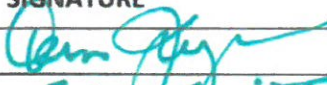
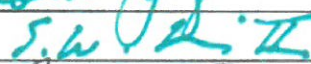


NAME (Please Print)	ADDRESS	DATE	SIGNATURE
ERIK KLOSTER	446 RIVERSIDE AVE.	8/12/18	[Signature]
MARY ZOLLMAN	436 RIVERSIDE AVE.	8/12/18	Mary Zollman
MARK REUTER	422 RIVERSIDE AVE	8/12/18	Mark Reuter
Bonnie Taylor	414 RIVERSIDE	8/12	B. Taylor
GATHERER NANCY SCARBROUGH	457 TUSTIN AVE	8/12/18	Nancy [Signature]

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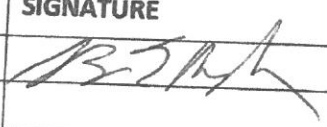
NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Tim Joyce	6610 Donald Pl.	8-9	
STAN DAVIES	444 TUSTIN	8/9	
Randy Bird	500 Redlands	8/10	
OTHER CHARLES KLABE	457 TUSTIN AVE	8/12/10	

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Brian McHugh	3130 Clay	8/12	

I, Lisa Jacobs, gathered this signature

 8/12/18 500 TUSTAN AVE

PETITION: SAFETY FOR OUR SCHOOL CHILDREN

8/9 - 8/12

TO: City Council of Newport Beach California
100 Civic Center Drive
Newport Beach CA 92660

Signatures acquired by:
Julie Rutter Julie Rutter
500 San Bernardino Ave

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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Julie Rutter	500 San Bernardino	8/9	Julie Rutter
Lisa Gels	534 San Bernardino	8/10	Lisa Gels
Peggy Peacock	500 San Bernardino	8/10	Peggy Peacock
NOEL RONALDSON	506 SAN BERNARDINO	8/11	Noel M. Ronaldson
DON RONALDSON	506 SAN BERNARDINO	8/11	Don Ronaldson
William Morris	508 San Bernardino	8/12	William Morris
Melissa Morris	508 San Bernardino	8/12	Melissa Morris
A. Smith-Ford	515 San Bernardino	8/12	A. Smith-Ford
Jan Kumpf	955 San Bernardino Ave	8/12	Jan Kumpf
Haron Cosgrave	504 San Bernardino	8/12	Haron Cosgrave

PETITION: SAFETY FOR OUR SCHOOL CHILDREN

89-8/12

TO: City Council of Newport Beach California
100 Civic Center Drive
Newport Beach CA 92660

Signatures required by Julie Rutter
julie Rutter

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Susan Santaniello	1206 Blue Gum Ln	8-12-18	Susan Santaniello
REEP RUTTER	500 SAN BERNARDINO	8-12-18	REEP RUTTER
Regan Rutter	500 San Bernardino	8-12-18	Regan Rutter
Nick Santaniello	1206 Blue Gum Ln	8-12-18	Nick Santaniello
Dylan Kaplan	511 Tustin Ave	8-12-18	Dylan Kaplan
Clark Cunningham	406 E Madara Ave	8-12-18	Clark Cunningham
SCOTT YOUNG	1424 PRISCILLA	8-12-18	SCOTT YOUNG
JAY RUTTER	500 San Bernardino	8/12/18	JAY RUTTER

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*Received via email pdf
by Christopher L Budnik
8/13/2018*



NAME (Please Print) ADDRESS DATE SIGNATURE


Michael P.H. Barnett, 442 Fullerton Avenue, 8/13/2018, Michael P.H. Barnett
Michael P.H. Barnett, 518 Fullerton Avenue, 8/13/2018, Michael P.H. Barnett


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NAME (Please Print)	ADDRESS	DATE	SIGNATURE
Scott Bernard	510 Tustin Ave	8/13/18	

Received by email pdf 8/13/2018 to
Christopher L Budnik 

From: [Kiff, Dave](#)
To: [Dept - City Clerk](#); [Brine, Tony](#); [Lewis, Jon](#)
Subject: FW: Traffic and Safety in Newport Heights
Date: Monday, August 13, 2018 12:02:27 PM

-----Original Message-----

From: Mary Granger [<mailto:megranger@me.com>]
Sent: Monday, August 13, 2018 11:37 AM
To: Dept - City Council <CityCouncil@newportbeachca.gov>
Subject: Traffic and Safety in Newport Heights

Hello,

I have concerns for all of our kids traveling to and from schools in the Newport Heights area. I also have more concern of the drivers not making full stops and running stop signs in Newport Heights. I do think more police presence would help with the problems we have. We have cars parked on Clay in driveways which impede into the street. This makes it very difficult to exit the alleys. Bicyclist and walkers have to go further into the street to go around these parked cars. I'm sure you will continue to make safety your main focus. You will never please everyone. I appreciate the work that you are doing to make our neighborhood safe for everyone.

Mary Granger
949 677-5938