

Thursday, August 7, 2025, 6:30 PM
COUNCIL CHAMBER
6650 Beach Boulevard
Buena Park, CA 90621

TRAFFIC & TRANSPORTATION COMMISSION
AGENDA

Thursday, August 7, 2025 - 6:30 p.m.

1. GENERAL

- 1.A. CALL TO ORDER
- 1.B. ROLL CALL
- 1.C. PLEDGE OF ALLEGIANCE

2. COMMUNICATIONS

2.A. ORAL COMMUNICATIONS

— This is the portion of the meeting set aside to invite public comments regarding any matter within the jurisdiction of the Traffic and Transportation Commission. Public comments are limited to no more than three minutes each. If comments relate to a specific agenda item, those comments will be taken following the staff report for that item and prior to the Traffic and Transportation Commission vote. Those wishing to speak are asked to add your information at the digital public kiosk located at the entrance of the Council Chamber.

3. CONSENT CALENDAR

The items listed under the Council Consent Calendar are considered routine business and will be voted on together by one motion unless a Council Member requests separate action. At this time the City Council or public may ask to speak on any item on the Consent Calendar.

3.A. APPROVAL OF MINUTES

— RECOMMENDED ACTION: Approve the Minutes of the Traffic and Transportation Meeting of the Traffic and Transportation Commission Meeting of May 8, 2025.

4. NEW BUSINESS

4.A. REVIEW, DISCUSS, AND CONSIDER MODIFICATION OF TEMPORARY RECREATIONAL VEHICLE PARKING REGULATION

— RECOMMENDED ACTION: Traffic and Transportation Commission review, discuss, and consider allowing residents two, two-day passes per month, for a maximum total of twenty-four (24) per year.

4.B. REVIEW, DISCUSS AND APPROVE STAFF RECOMMENDATION TO MAKE NO CHANGES TO WESTERN AVENUE NEAR RICK GOMEZ PARK

- RECOMMENDED ACTION: Traffic and Transportation Commission review, discuss, and approve staff recommendation to make no changes to Western Avenue near Rick Gomez Park.

5. AGENDA FORECAST

5.A. ANNOUNCEMENTS, CONFERENCE REPORTS AND CALENDAR REQUESTS

- Scheduling dates for future commission meetings.
- Identifying items for future discussion.

6. STAFF REPORTS

6.A. STATUS REPORT OF PRIOR APPROVED ITEMS

- Presented by Nader Alqam (verbal report)

6.B. OTHER INFORMATIONAL ITEMS

- Presented by Norm Wray (verbal report)

6.C. OTHER POLICE DEPARTMENT INFORMATIONAL ITEMS

- Verbal Report

7. ADJOURNMENT

7.A. ADJOURNMENT

- Next scheduled Traffic & Transportation Meeting is on Thursday, November 6, 2025

This agenda contains a brief general description of each item to be considered. Supporting documents are available for review and copying at City Hall or at www.buenapark.com. This governing body is prohibited from discussing or taking action on any item which is not included in this agenda; however, may ask clarifying questions, ask staff to follow-up, or provide other direction. The order of business as it appears on this agenda may be modified by the governing body.

In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the Public Works Department at (714) 562-3670 or the California Relay Service at 711. Notification at least 48 hours prior to the meeting will enable the City to make arrangements to assure accessibility.

If you would like to participate in any matter of business on the agenda and would like translation in Chinese, Korean, Spanish, Tagalog, or Vietnamese, please contact the **Department of Public Works Engineering Division at (714) 562-3670 48-hours prior to the meeting.**

Residents requiring translation during Oral Communications are encouraged to bring interpreters.

시의회 목록에 있는 정식 안건에 대해 의견을 발표하고 싶으신 경우, 중국어, 한국어, 스페니쉬, 타갈로에 대한 통역사가 필요하시면 시미팅 48시간전 시서기 오피스로 (714-562-3750) 연락하시면 됩니다. 정식안건이 아닌 주민 발언시간에 발표하실 경우, 본인의 통역사를 직접 모시고 오시면 감사하겠습니다.

Si le gustaría participar en audiencia pública o cualquier asunto de negocios programado en la agenda y necesita traducción en chino, coreano, español, tagalo o vietnamita, comuníquese con la Oficina del Secretario de la Ciudad, 48 horas antes de la reunión al (714) 562-3750. Para participar en los comentarios públicos sobre cualquier otro asunto dentro de la jurisdicción del ayuntamiento, se les recomienda que traiga un intérprete.

I, Kristi Ibarra, City of Buena Park, do hereby certify, under penalty of perjury under the laws of the State of California that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at Buena Park City Hall, 6650 Beach Blvd., and uploaded to the City of Buena Park website www.buenapark.com.

Kristi Ibarra
Administrative Assistant

Date Posted: July 31, 2025



MINUTES
Traffic and Transportation Commission Meeting
City of Buena Park
City Council Chamber
6650 Beach Boulevard, Buena Park, CA 90622
Thursday, May 8, 2025

1. GENERAL:

1A. CALL TO ORDER:

Vice Chair Arellano called the Traffic and Transportation Commission (TTC) meeting of February 6, 2025, to order at 6:30 PM.

1B. ROLL CALL:

PRESENT: Chair Arellano, Vice Chair Desai, Commissioner Rodden, Commission Brown, Commissioner Espinoza

ABSENT: None.

STAFF MEMBERS PRESENT: Nader Alqam, Principal Engineer, Norman Wray, Senior Engineering Technician/GIS Specialist, Kristi Ibarra, Administrative Assistant.

POLICE DEPARTMENT REPRESENTATIVE PRESENT: Corporal J.Vu

CITY COUNCIL MEMBERS PRESENT: None

1C. PLEDGE OF ALLEGIANCE: Chair Arellano led the Pledge of Allegiance.

2. COMMUNICATIONS:

2A. ORAL COMMUNICATIONS:

None.

3. CONSENT CALENDAR:

3A. APPROVAL OF MINUTES

ACTION: Motioned by Commissioner Brown, Seconded by Vice Chair Desai

Motion carried 5-0 to:

Approve meeting minutes from February 6, 2025 meeting.

4. NEW BUSINESS:

4A. REVIEW, DISCUSS, AND APPROVE STAFF RECOMMENDATIONS FOR THE STANTON AVENUE / AUTO CENTER DRIVE / 9TH STREET INTERSECTION

Mr. Alqam and Ted Nguyen presented the item and was available to answer questions.

TRAFFIC COMMISSION DISCUSSION:

Commissioner Rodden asked if police reports indicate any accidents, traffic violates, or issues such as running red lights or vehicles getting stuck at the intersection that would justify changes.

Cpl. Vu responded that there have been no significant accidents at that intersection and that it does not experience more issues than other intersections

Commissioner Espinoza asked Mr. Nguyen to clarify the study's time frame.

Mr. Nguyen explained that the study was initiated in the prior year's summer, and that counts were not collected until school was back in session. Once that was done existing conditions were studied and modeled, then analysis was completed early 2025.

Commissioner Espinoza asked Mr. Nguyen to describe the signal optimization that alternative 3 would entail.

Mr. Nguyen explained that the intersections of Stanton/Auto Center/9th and Stanton/Whitaker could be optimized to enhance traffic progression without needing to make geometric changes to the intersection. Mr. Nguyen explained that closely spaced intersections could be modeled and optimized to get more traffic through the northbound/southbound on Stanton Avenue.

Commissioner Espinoza explained that he drives between 5:30 and 6:30 clarified that he experiences delays when coming off of the I-5 FWY Off Ramp.

Mr. Nguyen, explained that the optimization would focus on Stanton Avenue but acknowledged that the westbound movement could be improved if a right turn on red becomes permissible.

Commissioner Arellano asked approximately how long a driver traveling north or south on Stanton Avenue would wait for a green light if it just turned red.

Mr. Alqam responded that the cycle length is approximately 120 seconds, meaning all directions are served once per cycle.

Chair Arellano inquired about how wait times would change under Recommendations One, Two, and Three.

Mr. Nguyen summarized the intersection delay while referring to the presentation, he stated that he will defer to Mr. Alqam on discussions on benefits versus cost. He added that from a traffic operations perspective, there isn't a significant time savings.

Chair Arellano asked if Alternative one would save 20 seconds.

Mr. Nguyen further clarified that Recommendation one would save 8 seconds, recommendation two 5 seconds.

Commissioner Rodden noted that Buena Park High School is nearby and noted that parents and students access Auto Center Drive through Orangethorpe Avenue. He asked if residents could access 9th Street from that direction in Alternative 2, but he asked if they would have to exit through Indiana Avenue and Whitaker Street.

Mr. Nguyen confirmed this understanding.

Commissioner Rodden asked about potential traffic impacts on Indiana Avenue and Whitaker Street, noting the study didn't address this.

Mr. Nguyen stated the report includes all five intersections and impacts were minimal, with service levels still at A or B.

Commissioner Rodden requested clarification regarding the traffic control devices on Stanton Avenue/Whitaker Street and Whitaker Street/Indiana Avenue.

Mr. Alqam clarified that Stanton Avenue/Whitaker Street is controlled by a traffic signal and Whitaker Street/Indiana Avenue is controlled by all-way stops. He added that analyses for each of these were done in accordance with the appropriate Level of Service calculations.

Commissioner Rodden supported reducing delays on Stanton Avenue but stressed the need to consider safety impacts on other areas. He supported Alternative Two because it reduces the traffic on Stanton Ave and Auto Center Drive even though it'll increase traffic elsewhere. He reemphasizes the importance of safety of Indiana Avenue.

Mr. Alqam noted that this study reviewed the intersections from an operational stand point. He added that closing ingress or ingress/egress will limit access to that entire neighborhood. He added that keeping the Stanton Avenue/Auto Center Drive/9th Street as-is it will have less impacts on Whitaker Avenue and Stanton Avenue. This alternative supports safety and operations. Students can access the neighborhood using Auto Center or Dale Street and Whitaker.

Commissioner Rodden added signal updates will won't lessen the amount of traffic. He expressed support for Alternative one or two, and stated that he would like to keep high school access open via Auto Center Drive.

Mr. Alqam clarified that Auto Center to Dale to Whitaker is also still available to High School parents and students.

Commissioner Espinoza inquired if the recommendation for Alternative Three was mainly due to cost and questioned if other factors were considered given the minimal wait time reduction.

Mr. Alqam explained full closure would save 17 seconds during peak and limit neighborhood access hour while costing \$1 million. Cost, effectiveness, and access led to recommending Alternative Three.

Chair Arellano asked if Alternative Three would change traffic flow on Stanton Avenue in the north/south direction and Auto Center Drive in the east/west direction.

Mr. Alqam explained optimization targets north-south flow on Stanton Avenue due to the amount of traffic that travels on the corridor.

Chair Arellano asked whether Alternative three would make it faster to go down Stanton Avenue.

Mr. Alqam confirmed and stated that optimization would target Stanton Avenue progression especially at the closely spaced Auto Center Drive & Ninth Street and Stanton Avenue & Whitaker Street intersections.

Commissioner Brown asked if the signal at Whitaker would be synchronized with those at Stanton Avenue and Auto Center Drive.

Mr. Nguyen explained Alternative Three includes coordinating signals at those intersections within the same scheme.

Commissioner Rodden requested a motion to conduct further study on Recommendation Two, expressing concern about its impact on other areas. He acknowledged the emphasis on signal coordination but noted it may not reduce traffic at the main intersection. He stated he would like more research on Recommendation Two but is open if staff believes the current recommendation is best.

PUBLIC COMMENTS AND INPUT: None

ACTION: Motioned by Commissioner Brown, Seconded by Vice Chair Desai

Motion carried 5-0 to:

Approve staff's recommendations to proceed with Alternative 3 for the intersection of Stanton Avenue / Auto Center Drive / 9th Street.

5. AGENDA FORECAST:

6A. ANNOUNCEMENTS, CONFERENCE REPORTS AND CALENDAR REQUESTS:

None.

6. STAFF REPORTS:

7A. STATUS REPORT OF PRIOR APPROVED ITEMS

Mr. Alqam updated the Commission that following the last meeting's direction, the appropriate signage was installed at the intersection of La Palma Avenue and Western Avenue. The work order is complete, and the sign is now visible along the corridor.

7B. OTHER INFORMATIONAL ITEMS.

Mr. Wray informed the Commission on the Safe Routes to School program, Dale Whitaker Complete Streets project, citywide speed hump policy, Caltrans improvements, Complete Streets design for Orangethorpe Avenue, speed surveys, and parking adjustments near Grand Avenue.

Chair Arellano asked if the speed hump policy would go through the Traffic Commission or directly to the City Council.

Mr. Wray responded that it will go directly to the City Council for adoption by resolution, noting the multi-step process and the Council's decision to handle it directly.

Commissioner Espinoza asked if specific streets had been identified for the installation of speed humps.

Mr. Wray stated the policy sets a process for residents to request speed humps. If speeding is confirmed and persists after initial measures, residents can petition for installation.

Vice Chair Desai asked if the South Street project would include dedicated lanes for scooters or cyclists, citing safety concerns.

Mr. Wray explained scooters may be required to use sidewalks per current law but will verify. He noted OCTA is coordinating countywide efforts to update e-bike and scooter regulations.

7C. OTHER POLICE DEPARTMENT INFORMATIONAL ITEMS

None.

7. ADJOURNMENT

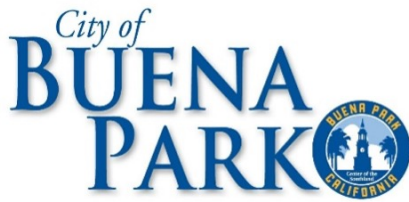
Chair Arellano adjourned the meeting at 7:22 PM.

The next scheduled TTC meeting is Thursday, August 1, 2025 at 6:30 PM.

Pete Arellano, Chair

ATTEST:

Kristi Ibarra, Secretary



August 7, 2025
NEW BUSINESS
Item No. 4A.

Traffic and Transportation Commission Agenda Report

REVIEW, DISCUSS, AND CONSIDER MODIFICATION OF TEMPORARY RECREATIONAL VEHICLE PARKING REGULATION

PREPARED BY	PRESENTED BY
Brad Geyer, Police Captain	Brad Geyer, Police Captain
DEPARTMENT HEAD APPROVAL	
Mina Mikhael, Director of Public Works/City Engineer	

RECOMMENDED ACTION

Staff recommends the Traffic and Transportation Commission review, discuss, and consider modifying the current municipal code pertaining to temporary Recreational Vehicle (RV) parking within city limits.

DISCUSSION

10.24.040 of the Buena Park Municipal Code subsection A states the following:

No person shall park and leave standing on any public street, any public or dedicated alley or any other public property a recreational vehicle, unattached trailer or oversized vehicle except as follows:

For up to two consecutive days while parked immediately in front of the residence of the owner or lessee of the recreational vehicle or unattached trailer for the purpose of loading, unloading or other related activity incidental to preparing the recreational vehicle or unattached trailer for travel or returning from travel under the following conditions:

The owner or lessee first informs the Buena Park police department before parking the recreational vehicle or unattached trailer;

The owner or lessee posts a clearly visible notice in the front window of the recreational vehicle or side of the unattached trailer displaying the log number provided by the Buena Park police department and the expiration date of the authorized loading and unloading.

Clearly, the intent of this code was to allow residents to park an RV in front of their residence for a designated portion of time (two days) for the sole purpose of loading/unloading. Unfortunately, some community members have called to extend their two-day parking permit for an additional two days, or even extending longer for consecutive two-day passes. In one instance, a resident received fifteen consecutive two-day passes, enabling them to park on the street for an entire month. As a result, some community members have called to complain about the excessive RV parking on residential streets. The current code does not cap how many two-day passes are allowed; however, the code for visitor RV passes is capped at six per year.

Staff recommends considering allowing residents two, two-day passes per month, for a maximum total of twenty-four (24) per year. This would allow for loading/unloading on both a trip departure and a return. Staff believes this cap is reasonable. Staff would also be amenable to an exemption of the maximum number of passes issued per month due to extenuating circumstances, at the discretion of a police lieutenant.

BUDGET IMPACT

None.



August 7, 2025
NEW BUSINESS
Item No. 4B.

Traffic and Transportation Commission Agenda Report

REVIEW, DISCUSS AND APPROVE STAFF RECOMMENDATION TO MAKE NO CHANGES TO WESTERN AVENUE NEAR RICK GOMEZ PARK

PREPARED BY	PRESENTED BY
Nader Alqam, Principal Engineer	Deepthi Arabolu, Assistant City Engineer
DEPARTMENT HEAD APPROVAL	
Mina Mikhael, Director of Public Works/City Engineer	

RECOMMENDED ACTION

Staff recommends the Traffic and Transportation Commission review, discuss, and approve staff recommendation to make no changes to Western Avenue near Rick Gomez Park

DISCUSSION

At the February 11, 2025, regular City Council meeting, Council Member Franco calendared an item to evaluate pedestrian safety improvements at Western Avenue near Rick Gomez Park.

At the May 13, 2025 regular City Council meeting the Council received a report from staff about evaluations and recommendations for improvements at Western Avenue near Rick Gomez Park. The Council directed staff to present the study and recommendations at the upcoming Traffic and Transportation commission meeting.

Western Avenue is a north-south, 4-lane secondary arterial highway with an Average Daily Traffic (ADT) of approximately 21,000 vehicles. The posted speed limit on Western Avenue is 40 mph with a prevailing speed of 44 mph. Within the City of Buena Park, Western Avenue terminates at Tulare Street on the northern end. On the southern end, it intersects Crescent Avenue at a signalized intersection and continues south into the City of Anaheim.

The surrounding land use in this area is primarily residential, with several residential driveways directly fronting Western Avenue. Rick Gomez Park is located on the east side of Western Avenue just south of the railroad crossing. Pedestrian access to the park is available directly from Western Avenue, allowing residents on the west side of the street to easily reach the park on foot. Currently, there is no direct vehicular access to the park from Western Avenue. Vehicles can only access the park via 8th Street.

In response to a request for a crosswalk to facilitate pedestrian access to the park for residents living on the west side of Western Avenue, staff thoroughly evaluated the feasibility of installing one. Currently, there are two marked crosswalks on Western Avenue: one at 9th Street and another at Auto Center Drive, located approximately 700 feet south and 900 feet north of the pedestrian access into the park, respectively.

A field review of the location of a potential crossing on Western Avenue at Gomez Park revealed a steep vertical curve on southbound Western Avenue near 8th Street. This curve poses a challenge for placing a crosswalk immediately beyond it, as it does not meet the required safe stopping sight distance standards. This was the primary reason staff installed “No Pedestrian Crossing” signs near Rick Gomez Park. Staff also reviewed the accident history at this location for the past 5-year period. There are four reported accidents at this intersection and none of them are pedestrian/ bicycle related collisions. Given the current high traffic volumes, prevailing vehicle speeds, and the road’s geometry, staff does not recommend installing a standalone crosswalk at this location.

Potential options for adding a crosswalk on Western Avenue near Rick Gomez Park include:

a. Installation of a Traffic Signal at Western Avenue and 8th Street (Exhibit A):

This option would require staff to conduct a signal warrant analysis. If the data or engineering judgment supports the installation of a signal, the associated pros and cons would then need to be carefully evaluated.

Pros	Cons
Provides the highest level of traffic control, making it one of the safest options for all road users	Creates closely spaced signals, which can hinder efficient signal coordination
May reduce broadside collisions if well-designed	High cost — approximately \$500,000 for design, installation, and construction
Could increase accessibility for park users	May lead to increased delays on minor streets and a potential rise in rear-end collisions
	Could result in traffic being diverted to adjacent streets
	Will eliminate at least 4 on-street parking spaces along Western Avenue

b. Installation of a Pedestrian Hybrid Beacon (PHB) Midblock (Exhibit B):

This option involves installing a Pedestrian Hybrid Beacon (PHB), also known as a HAWK signal. A PHB is a specialized traffic control device designed to enhance pedestrian safety by helping them cross a street or highway at a marked crosswalk, typically at locations without a standard traffic signal. Per the California Manual on Uniform Traffic Control Devices (CA MUTCD), a PHB should be installed at least 100 feet from any side street or driveway controlled by STOP or YIELD signs, and must be coordinated with nearby traffic signals. Given these guidelines, a midblock installation between 8th and 9th Streets is a viable option. This

location avoids the area just north of 8th Street, which lies on a vertical curve that limits drivers' visibility of traffic controls and falls under Caltrans jurisdiction—making approvals more difficult to obtain. The following are the pros and cons of a PHB:

Pros	Cons
Provides enhanced safety	May be confusing for drivers as they need to get accustomed to the sequence.
May reduce delays as they only activate when a pedestrian is present	Some pedestrians might cross without activating the signal or might cross against the right-of-way
They are well suited for mid-block crossings	The proposed location, just south of 8th Street, is only 600 feet from an existing crosswalk at 9th Street
Cost effective relative to signals. - approximately \$250k for design, installation and construction	Will eliminate at least 12 on-street parking spaces along Western Avenue

After a detailed review of roadway conditions, traffic volumes, accident history, pedestrian activity, and feasibility of potential improvements, staff concludes that the current infrastructure at Western Avenue near Rick Gomez Park is functioning adequately and does not present a documented safety issue at this time.

While options such as a traffic signal or pedestrian hybrid beacon were explored, both present significant cost, operational, and parking impacts. Furthermore, the presence of two existing crosswalks within 700–900 feet already provides safe crossing options for pedestrians. Given these factors, staff recommends no changes be made at this time.

BUDGET IMPACT

None.

Attachments

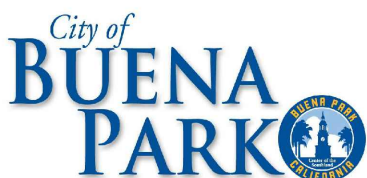
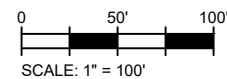
[Exhibit A - Alternative #1 - Traffic Signal at Western Avenue at 8th Street.pdf](#)

[Exhibit B - Alternative #2 - Pedestrian Hybrid Beacon at Western Avenue South of 8th Street.pdf](#)



NOTES:

1. THIS SHEET SHOWS THE LAYOUT OF A *POTENTIAL* TRAFFIC SIGNAL WITH CROSSWALK AT THE INTERSECTION OF WESTERN AVENUE AND 8TH STREET.



DEPARTMENT OF PUBLIC WORKS

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EXHIBIT A
POSSIBLE TRAFFIC SIGNAL AT
WESTERN AVENUE & 8TH STREET

EXHIBIT NO.

A

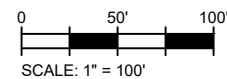
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NOTES:

1. THIS SHEET SHOWS THE LAYOUT OF A *POTENTIAL* PEDESTRIAN HYBRID BEACON WITH CROSSWALK ONE WESTERN AVENUE APPROXIMATELY 110' SOUTH OF 8TH STREET.



DEPARTMENT OF PUBLIC WORKS

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EXHIBIT NO.

EXHIBIT B
POSSIBLE HAWK BEACON AT
WESTERN AVE SOUTH OF 8TH ST

B

DRAWN BY: NW

DATE: 04/30/25