

AGENDA

ROSSMOOR COMMUNITY SERVICES DISTRICT

**COMMUNITY TRAFFIC/SAFETY ADVISORY
COMMITTEE MEETING**

**RUSH PARK – AUDITORIUM – WEST ROOM
3021 Blume Drive
Rossmoor, California 90720**

**Tuesday, July 7, 2026
7:00 p.m.**

A. ORGANIZATION

1. CALL TO ORDER: 7:00 p.m.
2. ROLL CALL: Directors DeMarco, Shade
3. PLEDGE OF ALLEGIANCE

B. PUBLIC FORUM

Any person may address the members of the Community Traffic/Safety Advisory Committee at this time upon any subject within the jurisdiction of the Community Traffic/Safety Advisory Committee of the Rossmoor Community Services District.

C. REGULAR CALENDAR

1. DISCUSS THE COMMITTEE MAKING A RECOMMENDATION TO THE ROSSMOOR COMMUNITY SERVICES DISTRICT BOARD OF DIRECTORS REGARDING THE POTENTIAL ADDITION OF MARKED PARKING STALLS AND DRIVEWAY CLEARANCE AREAS ON HEDWIG AND FOSTER ROADS ADJACENT TO ROSSMOOR PARK BASED ON RESULTS OF RECENT COMMUNITY SURVEY.

D. ADJOURNMENT

CERTIFICATION OF POSTING

I hereby certify that the attached Agenda for the July 7, 2026, 7:00 p.m. Community Traffic/Safety Advisory Committee of the Board of Directors of the Rossmoor Community Services District was posted at least 24 hours prior to the time of the meeting.

ATTEST:



SHARON LANDERS
General Manager

Date 7/2/2026

ROSSMOOR COMMUNITY SERVICES DISTRICT

AGENDA ITEM C-1

Date: July 7, 2026

To: Community Traffic/Safety Advisory Committee

From: General Manager Sharon Landers
Recreation Superintendent Chris Argueta

Subject: DISCUSS THE COMMITTEE MAKING A RECOMMENDATION TO THE ROSSMOOR COMMUNITY SERVICES DISTRICT BOARD OF DIRECTORS REGARDING THE POTENTIAL ADDITION OF MARKED PARKING STALLS AND DRIVEWAY CLEARANCE AREAS ON HEDWIG AND FOSTER ROADS ADJACENT TO ROSSMOOR PARK BASED ON RESULTS OF RECENT COMMUNITY SURVEY.

RECOMMENDATION

It is requested that the Rossmoor Community Traffic/Safety Advisory Committee review and discuss the results of the survey recently hand-delivered to the 16 homes along the Hedwig/Foster Road corridor adjacent to Rossmoor Park and provide direction on next steps. (See attachment 1 for survey results tabulation).

BACKGROUND

At the March 10, 2026, Rossmoor Community Services District Board meeting, Orange County Traffic Engineer Wei Zhu discussed ongoing parking concerns on Hedwig Road during periods of high activity. The discussion focused on the heavy parking demand along both sides of Hedwig Road and the resulting visibility challenges for residents backing out of driveways on the north side of the street. Orange County Public Works acknowledged that parked vehicles can obstruct sight distance for drivers exiting driveways, creating potential safety concerns when entering the travel lane.

Orange County Public Works (OCPW) advised that potential options under consideration would be the installation of marked parking stalls and driveway clearance areas to improve visibility and organize parking along the roadway. At this time, no determination has been made by the County regarding whether to proceed with the installation of marked parking stalls or clearance areas adjacent to driveways. The concepts were presented to the RCSD Board for discussion and consideration only.

County staff explained that even with marked parking stalls, some curb space adjacent to driveways would still need to remain clear to provide adequate sight distance for drivers exiting residential driveways. During the discussion, County staff referred to a City of Long Beach ordinance that requires four feet of clearance on both sides of driveways. Orange County does not currently have a similar ordinance establishing a required clearance distance, and staff indicated that if OCPW proceeded with marking clearance areas adjacent to driveways, whether the clearance should be two feet, four feet, or another amount has not yet been determined.

Orange County Public Works also conducted an inventory of available curb space along the north side of Hedwig Road to evaluate how many parking stalls could potentially be accommodated while maximizing parking efficiency. County staff indicated that a typical on-street parking stall under federal guidelines ranges from approximately 22 to 26 feet in length. However, for evaluation purposes, they used a 20-foot parking stall length based on the average size of common passenger vehicles and pickup trucks.

As part of the analysis, County staff provided several examples demonstrating how driveway clearance requirements could impact parking capacity. One example showed that 61 feet of available curb space could accommodate three 20-foot parking stalls under standard spacing. However, when additional clearance space adjacent to driveways was factored in, the number of potential stalls could be reduced. County staff also explained that shorter curb segments may lose parking entirely if driveway clearances are implemented.

Based on the preliminary evaluation, Orange County Public Works estimated that marked parking stalls with driveway clearance areas along the north side of Hedwig Road could result in approximately 27 marked parking spaces. By comparison, if parking stalls were not marked and parking capacity was estimated strictly by dividing available curb space into 20-foot segments, approximately 37 vehicles could potentially park along the same segment of roadway. County staff noted that any reduction in parking supply on Hedwig Road would be likely to shift parking demand to nearby residential streets.

County staff also noted that Hedwig Road serves as a primary corridor in Rossmoor and experiences relatively high traffic volumes. According to the most recent traffic count conducted by Orange County, Hedwig Road carries approximately 5,000 vehicles per day.

Orange County Public Works staff further advised that outreach to residents along the affected segment of roadway has not yet occurred. They further indicated that if the RCSD Board wishes to continue evaluating the concept, future outreach efforts could include public notification through RCSD Board meetings and/or direct mailers by OCPW to solicit resident feedback. County staff also stated that the roadway could potentially be included as part of future Local Roadway Safety Program and Capital Improvement Project evaluations to allow for additional independent traffic and safety analysis.

Staff recommended as a next step looking at community input regarding the parking concepts discussed by OCPW for Hedwig and Foster Roads.

FISCAL IMPACT

There is no cost to RCSD associated with this initiative.

ATTACHMENTS

1. Tabulation of Survey Responses Received
2. Image of Hedwig Road North Side with Parking Stalls marked
3. Image of Hedwig Road North Side with Parking Stalls and Red Curb Clearance
4. Map of Available Curb Space on Hedwig Road
5. Chart of Available Curb Space and number of possible parking stall spaces available

Hedwig/Foster Roads Parking Concept Survey - June 2026
Hand Delivered to 16 homes on Hedwig/Foster Roads across from Rossmoor Park

Homeowners on Foster Road 1 Homeowners on Hedwig Road 5

1 Do you believe parking along Hedwig Road or Foster Road across from Rossmoor Park creates visibility or safety concerns when backing out of your driveway?

Yes 6 No Unsure

2 What is your level of support for Option 1 - Marked Parking Stalls?

Strongly Support Support 2 Neutral 1 Oppose 2 Strongly Oppose 1

3 What is your level of support for Option 2 - Red Curb Clearance Adjacent to Driveways?

Strongly Support 2 Support Neutral Oppose 3 Strongly Oppose 1

4 What is your level of support for Option 3 - Combination of Market Parking Stalls and Red Curb Clearance?

Strongly Support 1 Support Neutral 2 Oppose 3 Strongly Oppose

5 Which option would you most prefer?

- 1 Option 1 - Marked Parking Stalls Only
- 2 Option 2 - Red Curb Clearance Only
- 1 Option 3 - Combination of Marked Parking Stalls and Red Curb Clearance
- 2 No Changes Preferred

6 If red curb clearance adjacent to driveways is implemented, which approach would you prefer?

- 3 Red curb clearance should be applied uniformly at all driveways along Hedwig Road and Foster Road
- Red curb clearance should be applied uniformly at all driveways along Hedwig Road
- 3 Each resident should have the option to request red curb clearance adjacent to their own driveway.

Written concerns

- Not enough parking for all of the park activities.
- No reference to children dashing out into lanes of traffic causing accidents
- How would the changes be enforced
- Difficult to back out when cars are parked along Hedwig on park side
- Red curb should minimum of 10ft

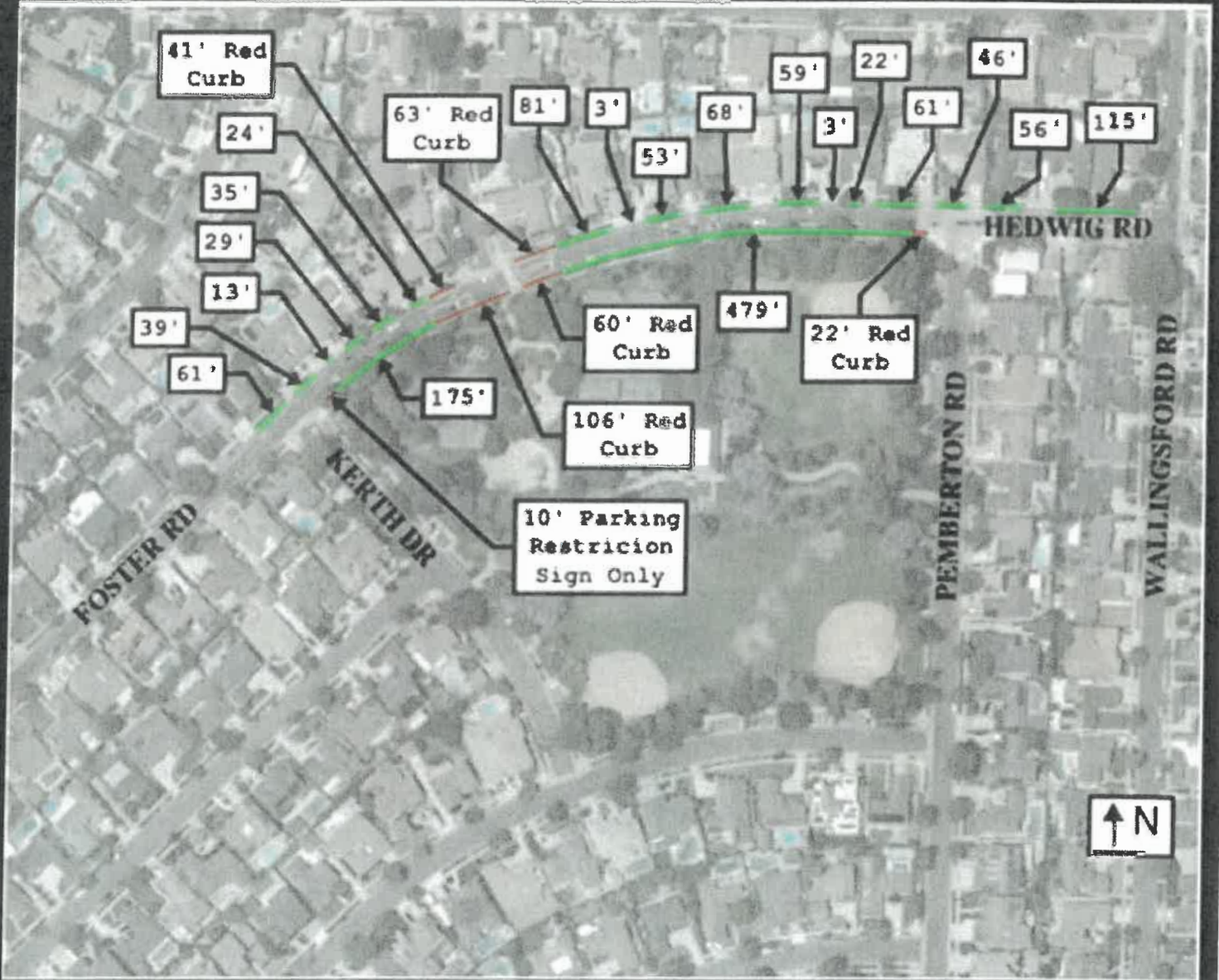
Hedwig Parking



Hedwig Parking



Hedwig Parking



Hedwig Parking

| Curb L (ft) | Stalls # | Clear L (ft) | Description |
|-------------|----------------|--------------|-------------------|
| 61 | 3 2 | 1 | Open |
| 39 | 1 | 19 | Open |
| 13 | | | Open |
| 29 | 1 | 9 | Open |
| 35 | 1 | 15 | Open |
| 24 | 1 | 4 | Open |
| 41 | | | Red Curb w/ Signs |
| 63 | | | Red Curb w/ Signs |
| 81 | 4 1 | 1 | Open |
| 3 | | | Open |
| 53 | 2 | 13 | Open |
| 68 | 3 | 8 | Open |
| 59 | 2 | 19 | Open |
| 3 | | | Open |
| 22 | 1 0 | 2 | Open |
| 61 | 3 2 | 1 | Open |
| 46 | 2 | 6 | Open |
| 56 | 2 | 16 | Open |
| 115 | 5 | 15 | Open |

31 27

749' (curb L) / 20' = 37