



**AGENDA**

**ROSSMOOR COMMUNITY SERVICES DISTRICT**

**COMMUNITY TRAFFIC/SAFETY ADVISORY  
COMMITTEE MEETING**

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

**Tuesday, May 19, 2026  
8:00 p.m.**

---

**A. ORGANIZATION**

1. CALL TO ORDER: 8:00 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 ROAD ADJACENT TO ROSSMOOR PARK AND BLUME DRIVE ADJACENT TO RUSH PARK.

**D. ADJOURNMENT**



**CERTIFICATION OF POSTING**

I hereby certify that the attached Agenda for the May 19, 2026, 8:00 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 5/18/2026

**ROSSMOOR COMMUNITY SERVICES DISTRICT**

**AGENDA ITEM C-1**

**Date:** May 19, 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 ROAD ADJACENT TO ROSSMOOR PARK AND BLUME DRIVE ADJACENT TO RUSH PARK.

**RECOMMENDATION**

It is requested that the Rossmoor Community Traffic/Safety Advisory Committee discuss and provide direction regarding the potential addition of marked parking stalls and driveway clearance areas on Hedwig Road and Blume Drive adjacent to Rossmoor Park and Rush Park that are being considered by Orange County Public Works, and whether to direct the General Manager to conduct community outreach.

**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 and special events at Rossmoor Park. 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. According to Orange County Public Works, 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 one potential option 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. The concept was 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 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 adequate driveway clearance requirements 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 could shift parking demand to nearby residential streets.

County staff also noted that Hedwig Road serves as a primary corridor connecting to the north and east sides of Rossmoor Park 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.

An RCSD Board member suggested during the Board meeting presentation that we may want to consider similar treatment for Blume Drive across from Rush Park. We should note the differences between Hedwig Road and Blume Drive. Hedwig Road is a narrow street that

experiences consistently heavy traffic and parking issues that may occur on a daily basis. In contrast, Blume Drive is wider and does not typically experience heavy traffic conditions. Parking congestion on Blume Drive generally occurs only during festivals and a limited number of special events held approximately six days per year. During these events, once parking spaces along Blume Drive are occupied, vehicles are parked throughout the surrounding neighborhood. Also, of note is that the RCSD does not receive complaints regarding parking on Blume Drive as it does for Hedwig Road.

Since the impact from parking is significantly different on Blume Drive when compared with Hedwig Road, staff recommends as a first step looking at community input regarding the parking concepts discussed by OCPW for Hedwig Road and, if they are adopted by OCPW, seeing whether they help alleviate any of the issues identified before considering expanding them to Blume Drive.

### **FISCAL IMPACT**

There is no cost to RCSD associated with this initiative.

### **ATTACHMENTS**

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

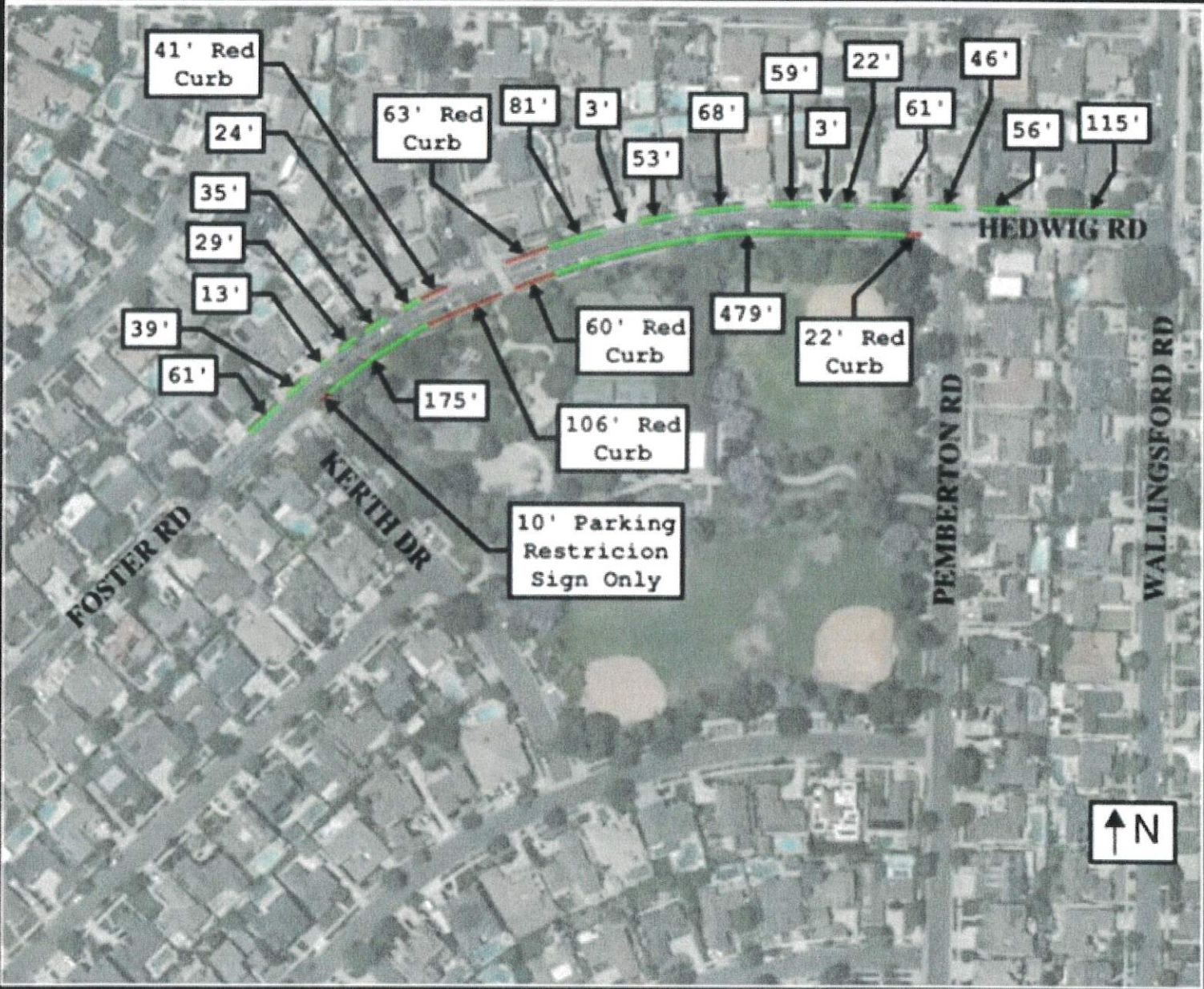
# Hedwig Parking



# Hedwig Parking



# Hedwig Parking



# Hedwig Parking

Curb L (ft)	Stalls #	Clear L (ft)	Description
61	<del>3</del> 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	<del>4</del> 3	1	Open
3			Open
53	2	13	Open
68	3	8	Open
59	2	19	Open
3			Open
22	<del>1</del> 0	2	Open
61	<del>3</del> 2	1	Open
46	2	6	Open
56	2	16	Open
115	5	15	Open

~~31~~ 27

749' (curb L) / 20' = 37