

**CITY OF FULLERTON
PARKS AND RECREATION COMMISSION
MINUTES**

SPECIAL MEETING
City Council Chamber
Monday, May 18, 2009
6:30 p.m.

CALL TO ORDER

Chair Dasney called the meeting to order at 6:32 p.m.

FLAG SALUTE

Commissioner Hayes led the flag salute.

ROLL CALL

Present: Shawna Adam, Sueling Chen, Kathleen Dasney, Scott Hayes, Wes Morgan, Kathleen Shanfield, Scott Stanford

Absent: None

Staff: Parks and Recreation Director Joe Felz; Parks and Recreation Managers Grace Carroll Lowe, Hugo Curiel, and Judy Peterson; Engineering Director Don Hoppe; Civil Engineer Thuy Nguyen

PUBLIC COMMENT

None.

REGULAR BUSINESS

Chair Dasney provided an overview of the special meeting to review the proposed Puente Street bicycle path. She encouraged the audience to remain civil and asked those wishing to speak to complete a speaker form although it was not mandatory.

1. PUENTE STREET BICYCLE/PEDESTRIAN PATH

Chair Dasney noted that the Parks and Recreation Commission could opt to set a three-minute time limit on speakers, but asked the commissioners if five minutes would be agreeable, with a two-hour overall time limit. Commissioner Adam MADE A MOTION to have a five-minute per person comment time with a two-hour cap. Commissioner Hayes SECONDED the motion.

Commissioner Chen opposed the motion, saying she hoped that everyone would have an opportunity to speak, even if it went over two hours. Parks and Recreation Director Joe Felz said the Commission could decide to continue allowing speakers at the end of the two-hour time limit. Chair Dasney said she anticipated the meeting ending in two

hours but didn't expect to cut people off, as the Commission had already heard comments at the previous meeting on this same topic, and that there were only about five issues that were brought up. She suggested that if others had the same concerns that were already being expressed, they could still come up and just say they were in agreement with a specific concern without going over the same thing in a repetitive manner, or a group of people with the same opinion could make a group presentation.

Chair Dasney further explained that the Commission would listen to the staff presentation, then ask questions of staff, and then the public would be allowed to comment. She also noted that that Commission was an advisory group and, hence, would be forwarding speaker comments and making a recommendation to City Council, which would make the final decision on the proposed project.

Director Felz introduced Civil Engineer Thuy Nguyen, saying he would be providing essentially the same Power Point presentation from the December 2008 Commission meeting. Engineer Nguyen provided definitions of Class I (completely separated path), Class II (restricted right-of way designated for exclusive or semi-exclusive use with through traffic of cars or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists allowed), and Class III (right of way designated by signs or permit markings and shared by pedestrians or motorists) bikeways and Recreational Trails (independent off-road paths to allow for pedestrian, equestrian and bicyclist use. There were no questions regarding the definitions when he asked.

Engineer Nguyen provided a copy of the Master Plan of Bikeways, noting that the proposed bike path was located in the north-east portion of the City, crossing over the Brea Channel, and would provide a safe north-south route and that it would be an essential link to connect two bike trails together. He then displayed a photo overview of the Puente Street area and proposed bridge and path, noting that there were several options that could be considered.

Engineer Nguyen showed another photo of Puente Street, noting that the slope would be cleaned up. Channel area photos were displayed, with Engineer Nguyen saying this was where the bridge would be built. He also showed photos of the northern terminus with telephone poles, debris and trash, saying the area was not used to its potential, and that the project would open up the area and provide for maintenance. There were also photos of gulleys and erosion which the proposed pavement would help eliminate, and a photo at the end of Puente and Hermosa where the path begins.

Engineer Nguyen noted the funding sources of the Brea Dam at \$123,000, Federal Transportation Enhancement Activities (TEA) at \$348,000, and a State Transportation Development Account (TDA) at \$295,750 for a total of \$766,750.

Director Felz said that the Commission would make a recommendation at tonight's meeting, and that approval of the proposed project would be a City Council decision with a meeting date for the item still to be decided. He said the design concepts still needed to be made, and would go back to Commission for review and a recommendation. Construction documents would be developed, staff would accept bids, and the Council would award a construction bid. He stressed that there was no

final design at this time, just a conceptual one. Director Felz noted that Parks Project Specialist Hugo Curiel and City Engineer Don Hoppe were available for questions.

Vice Chair Stanford asked about the three funding sources, and what would happen to the funds if the project wasn't built. He was told the TEA funds would be returned and the Brea Dam funds could be used for other items. Commissioner Chen asked about Brea Dam fund restrictions, and Director Felz said the funds had to be used for Brea Dam improvements including the municipal golf course, Golfer's Paradise, Tennis Center and Brea Dam.

Commissioner Chen asked about other projects at the Brea Dam, and Director Felz noted the upcoming Tennis Center and parking lot projects and golf course (private) improvements. He agreed that money could go to the Tennis Center but would require Council approval and reallocation.

Commissioner Chen asked about slope and safety issues. Engineer Nguyen said the design was based on a Cal Trans manual that outlines standards for design grades, and that the proposed project would follow these standards, although the path would be wider than the recommended size. Commissioner Chen asked about the distance and slope, and if this would be a safety issue, and Engineer Nguyen said he did not see that as an issue if the planned design was based on and exceeded the Cal Trans recommendations.

Commissioner Morgan confirmed with Director Felz that, being in the design concept stage, an architect had not yet been selected for the project, and that there would be an architect specializing in this type of design who would be used if the project was approved. Interest groups, nearby residents and two to three commissioners would also be consulted during the design process.

Commissioner Shanfield asked for a brief history of the project and why the Commission was reviewing the project, and Director Felz said the Commission was asked because it was better designed to elicit public comment. He said the area was originally planned to become a street right-of-way that was decided against by Council in the late 70's or early 80's. Instead, a bike/pedestrian pathway was proposed in the 90's and became part of the City's 1997 General Plan, but there wasn't any funding until now.

Chair Dasney added that Craig Russell, Parks and Recreation Commission Chair when the item was first heard in December 2008, noted that it was appropriate that the Commission should hear this item since it was related to the Brea Dam and trails, and was a recreational activity. However, because it was relevant to transportation and circulation, there had also been public input from the Traffic and Circulation Commission and the Bicycle Users Sub-Committee (BUSC).

As there were no further questions from the Commission, Chair Dasney then opened the meeting to public comment on the item.

William McGarvey, III, 919 Larchwood Drive, Brea – Said he lived one block from the south entrance, and has ridden his bike 10 - 12 miles, 5 days per week for 8 years. He lauded Fullerton's trail system, saying he'd been in the area for 55 years, and was very familiar with all areas of the City. Said the northwest section of Puente, Hermosa, Las Palmas was very isolated from the southern part of City. The path was a perfect connection to educational and downtown areas without getting on major arterials, and that the time it took to visit his brother who lives at Imperial and Puente would be cut from 17 to 6 minutes, and he would not have to take major arterials as he now does. Said he knew two acquaintances who have brain damage due to getting hit on major arterials in the City, and asked that Commission recommend the project to Council.

Davis Barber, 841 N. Grandview – Provided a Power Point presentation of bike route benefits and why the Puente link was a valuable asset to the community as well as the County. He said the proposed project would provide a critical link for the trails. He addressed the issue of liability and the proposed grade, saying that people do walk it and, with gravel, it was actually more dangerous than a paved path. Said some of the area was a "junk yard," abused as a storage area and not viable park land, and invited criminal and illegal activity. To have a bike path would improve the area, just like the Hunt Library when a dog park was built, he said, noting the week-old photo of a homeless shelter and TV at the project site. Listed benefits of the bike path including opening a safe route for pedestrians, cyclists and people with disabilities as well as a safer route for children at Hermosa, Beechwood and Rolling Hill schools and their parents. Believed it would increase property values, was a public use of public land, would improve safety, and was good for the environment, good for one's health, and good for everyone. Asked the Commission to vote for the bike path.

Jim Donovan, 508 E. Wilshire Avenue – Resident of Fullerton who lives near a Class III bike path. Said he was a public trail planner addressing quality of life issues, noting five national groups related to trails including the Centers for Disease Control because of trails' public health benefits. He said trails were a priority of the last three U.S. presidents and every session of Congress since 1988 with a policy of 1% of all transportation dollars used for alternative transportation. Said the proposed Puente link was in the center of the four quadrants of the City and four arterial highways. Corrected misinformation that the project was the "brainchild of special interest cyclists." Noted that there would be multiple coordination efforts required to implement the trail and showed how a trail would be possible through Brea. Said this was not a trail just for bike riders, but would help fulfill the City's vision and General Plan, and asked others to join him to persuade Council to implement this portion of the Plan.

Edmundo Duvignon, 225 S. Acacia Avenue, #D – BUSC Vice Chair and member of Transportation and Circulation Committee. Said it had been difficult to come up with the money for the project, echoed other speakers in favor of project and urged the City not to lose the grant monies.

Chris Norby – Orange County Supervisor representing Fullerton. Said Orange County was responsible for the OC Flood Control District which controls channels throughout the County. Said that he visited the Puente Street site with the Director of the Flood Control District earlier in the day, and that most of the property was under the control of

the Army Corps of Engineers as it was part of the Brea Flood Control Basin. Also said the northern portion near the Brea Golf Course was part of the County of Orange, and that the County would cooperate with the City if the project was approved because it “made a lot of sense.” Said there were still ways to get around including climbing over the locked gate, but the public should have the right to access these areas, with the County committed to multiple uses. Also noted that although the creeks were called “flood control channels” or “storm drains,” they were actually naturally occurring creeks that were “imprisoned off” to reduce the chances of flooding. Said there were signs prohibiting access with locks from many entities; however, the County was ready to unlock those gates if the project was approved. Noted that the project was originally scheduled to be a street, which was not going to happen, but a bicycle or pedestrian path would be a reasonable thing.

Mark Harpenau, 660 Briarwood Drive, Brea – Resident on the Brea side, living adjacent to the trail on Puente. Said one description of the project was that it would provide an alternative to Brea and Harbor Boulevard, and asked if anyone would want that at their house. Noted that although a Fullerton letter said this would be built with Brea’s cooperation, Brea wasn’t taking any responsibility, liability, maintenance or cost, and that Fullerton was paying for everything. He said all the trash shown was dumped by the Brea Golf Course, i.e., Fullerton was paying to clean up Brea, saying the money should be given back to the Brea Dam but he didn’t want “a giant thoroughfare” going through the area, nor did any of his neighbors.

Richard Osborne, 3133 Puente Street - Resident living just south of the project. Thanked the commissioners and Parks and Recreation for allowing him to speak. He said the realities of the project were that although the proponents speak of the benefits, none of the residents agree with this, and the majority were adamantly against the project. He agreed that perhaps he and his neighbors were “NIMBY’s” (Not In My Back Yard), saying that none of the proponents live in the immediate area and, thus, would not be affected by any of the negative aspects. Felt that the bike riders who say they would use the proposed bridge will not go three miles out of their way to cross the proposed bridge after the novelty of the path wore off, suggesting other routes that they would use instead. Said he spoke with local Brea Starbucks customers who bike, and they said they were unaware of the proposed project, and that they used Brea Boulevard, but felt no danger using it. Noted Brea was not involved with the bridge per Scott Malkemus, Brea Community Services Director, and wondered how the proponents think Brea was involved. Noted Vince Buck’s article printed in the Fullerton Observer, which said 1,000 households could use the path, but wondered how many actually would, saying there had been no studies done although the BUSC had recommended one be performed. Wondered if the study would result in a negative report that the project was a waste of taxpayer money. He said a better use would be to fix what the City already has, e.g., fix the path called the Brea Dam Trail at Hermosa Drive extending into downtown Fullerton, using Brea Dam funds.

Mike Miller, 1000 N. Highland Avenue – Resident living near the project. Said he just realized he was something new: an “IMBY.” Said last year, he decided to buy a home near a bicycle and pedestrian route that didn’t require going onto a public street, and found such a home. Felt lucky and wished others felt the same.

Barbara Rothbart, 3141 Puente Street – Chair of Fullerton Concerned Citizens, and represents over 255 citizens against the bike path. Has lived in the City for 38 years and enjoyed the trails to various venues. Said the proposed path was not a trail, but would connect one 40-foot wide street with another, going from one quiet community to another, with a 12-foot wide cement path and a prefabricated bridge at a cost of over \$766,000. Asked why build when there were already existing trails. The residents don't want the project, she said, and the Brea Golf Course doesn't want it, only the BUSC members. She believed few would use the bikeway and believed it was a costly unwanted project. With a projected \$3 million City deficit, hiring freeze, and 3% cutbacks as well as restaurants and businesses closing, and if the State propositions weren't passed as expected, \$2 billion would be required from municipalities, and there would be serious cuts in critical services. Said the money could go to more important projects, and recommended against the project.

Erick Streitberger, 1460 Kensington Drive – 41-year, 74-year old resident in support of the bike link, saying it was an idyllic area. Was a gardener, and he and his wife enjoyed cycling, riding over 4,000 miles yearly, and enjoyed going over the bridge and listening to the brook - a wonderful spot even if it's not yet cleaned up. Said the area belonged to everyone including those who were against it, and that everyone pays taxes. Said it reminded him of Malibu where the owners didn't want public access to the beach even though the public paid the taxes. Noted that 34% of the population were medically obese, and the kids don't walk, but should ride a bike. Urged the Commission to take a unanimous vote as they did in December and forward it to the City Council.

Bruce Mutter, 732 Hermosa Drive – Resident living, near pathway. Was also an avid cyclist but opposed the trail connector. Said it was long, straight and quite steep, believed the issues of liability and safety were valid, and urged a feasibility study. Believed it was not needed, noted southerly routes, and said he took these with his bike. Said the City can't afford this, noting they were voting on the eve of a proposition that would probably go down in defeat, to the detriment of public services. Said we should all use public funds wisely, regardless of their designation, and believed the City was "frittering away" funds when the state and City were in crisis.

David Musante, 1431 Hollydale Drive – Member of the Planning Commission, but speaking as a citizen. Referred to a recent news article regarding a similar issue in his hometown of Northampton, Massachusetts, which he was providing the commissioners. Said he was a 12-year mayor there, and that it took 11 times before the Council voted for a proposed bike path. He said, prior to the project being built, there were similar concerns about criminals breaking into homes, but the bike path had now been in for 24 years, and that the path was much loved and that the quality of life had increased due to this. Also noted that there were now several paths in Northampton, and that the recent article reported on a proposed \$2.4 million connector which that City Council voted for unanimously. Said the Councillors noted a reduction in pollution, and a reference by the Planning and Development Director to the trails as "a seamless transportation system." Said this spoke a lot to the health of the community, and strongly supported whatever could be done. Also noted that the Federal Government and State had made the decision on funding, and that the economy was cyclical, but that a plan should be

adhered to, and urged that the Commission would follow through with a positive recommendation on something he felt was “very necessary.”

William Van Den Burg, 816 E. Hermosa Drive – Resident, spoke on “unintended consequences,” saying there was a steep slope of 17.7% although the design criteria he had seen indicated 10% should be used, and the City’s best plan was 15%. Expressed concern about skateboarders, in-line skaters and young cyclists racing, saying this would result in an unintended consequence of providing an attractive nuisance to youth. Said the project would be deserted at night, not lit, with a only single bar gate, and youth would be going there to smoke and drink. He said the project was “not that needed,” the money should be returned as the state was in big trouble, and asked the Commission to vote against it.

Jean Creason, 2940 Arlington Avenue – Said she lives off of South Puente, and was ambivalent as she thought the project was “in some ways a good idea but the concrete road was not a good idea – not really a bike path.” Was also concerned about the cost - \$750,000 for a 700-foot path, given the current finances. Asked about the benefits, saying there were not that many bike commuters but perhaps like the field of dreams, if they build it, the cyclists would come. She felt there would be recreational use, but not full use, and noted the neighbors on both sides of the path were against this, with signed petitions. Said she picked up a schedule of busses, which will have less routes, and suggested maybe funds could go to them or other cities instead. Asked that there be no favoritism, and that the decision be based on fact. She said the only facts were that 269 neighbors were against the project and that it would cost \$750,000.

Lorraine Lappi, 3130 Puente Street, - 38 year resident, and against the bike path. Said the City was a great place to raise children and retire, with the biggest complaint that the streets and sidewalks were in need of repairs but funding was always limited. Said her neighbor was afraid to go out due to an uneven sidewalk which the City hasn’t fixed although she had asked repeatedly. Asked why we were paying for a bridge to nowhere when sidewalks couldn’t be fixed due to lack of funding, and that the City shouldn’t spend funds on a limited group when homeowners needed other services. Also asked if the City would have the additional funds to maintain this trail in the current economy, if Brea would assist, and why the City was building a bike path that Engineering and Risk Management recommended against. Asked the Commission to vote against the bike path.

Bernie Overland, 1716 Mimosa Place - Was opposed to using funds for the bike path, as adjacent residents were clearly opposing it. Was primarily opposed due to spending money at this time, regardless of where the funds were coming from, and asked if the City would support the project if State and Federal funding didn’t support the project. As a golfer, he would prefer funds be spent on the golf course.

Jim Meyer, 17320 Florine Avenue, Paramount, CA - “Trails for All” Founder and Executive Director, also served 17 years on the County’s Regional Recreational Trails Commission. Said Trails for All managed a state grant of \$250,000 to conduct a bikeway master plan study at Coyote Creek in Brea to San Gabriel River to Pacific Coast Highway in Seal Beach. In all the years he’d spent on these committees, they

looked at long-distance trails, but he found that the connectors were essential, such as the 700-foot project which connects users to various important communities and venues. Urged the Commissioners to support the project, noted the need to address childhood and adult obesity, and safe transportation routes for families. He urged them to vote for the project.

Will Breitbach, 235 W. Wilshire Avenue – Fullerton resident and bicycle commuter, spoke in favor of the Puente Link, said the project would connect Class II and III routes in Fullerton with North Fullerton routes, allowing cyclists to go east and west, and avoid very dangerous streets. Said this was a critical infrastructure link – not a trail and must be paved so people can use it for commuting.

Elaine Mitchell Conejo, 2313 Conejo Lane - Not a NIMBY, IMBY or cyclist, but believed anything that took people away from cars should be supported and asked the Commission to recommend the project to the Council. She said she understood how hard this was for the residents nearby to make changes, especially if they had been using the area for private purposes for a long time. But for the greater good and citizenship, she supported the project which would be beneficial to all citizens of Fullerton.

Denny Bean, 1529 Yermo Place – Has lived in Fullerton 30 years. Responded to other speaker comments, saying he rides the Rolling Hills Class II bikeway on a regular basis, and that the proposed Puente project would open that bikeway for those to the north. He said there were hundreds of miles of bike ways in Fullerton and provided several examples. Said the proposed project was actually a trivial matter as all those aforementioned bike paths run along homes, apartments and condos. Said he has sat for eight years on the County Trail Advisory Commission which would receive complaints about the trails if there were any. He said he has received only one complaint and it was an irrigation issue as the complainant was a bike commuter, i.e., there was no higher incidence of problems due to bike paths. He said some asked who would use the path, and he said it could be mothers pushing strollers. He noted the comment about skateboarders or skaters but the path would include grooves to discourage them. He said he saw the trailers today that were in tonight's pictures of the project site, and wondered who was entitled to access the property, and that it should be Orange County, the Army Corps and some other public agencies, but it appeared to be for private storage as well. He added that one can see bike ruts so there was already access, and although someone said at eight-feet wide, a car could be driven on it, there would be bollards to prevent this. He quoted from the Orange County Engineering and Traffic Safety Report which encouraged bicycling and walking to reduce use of fossil fuels, air pollution, traffic, parking and noise congestion, especially Class I Bikeways.

David Solleway, 722 S. Puente Street, Brea – Said he lives on Puente Street, on the Brea side. Had a fear that this would become a homeless hangout three doors from his house. Said people weren't going to use the path because it was too steep. Instead of "wasting three-quarters of a million dollars," he suggested the City use the money to clean up the area, change the sanitation by using bins, and building a homeless shelter.

John Carroll, 616 Drake Avenue – A Fullerton resident, he said he rode his bike to the meeting, and that he goes to church and his kids go to school in Fullerton. He said biking was a joy in Fullerton because of the safe, accessible streets. People expressed concern about bike safety, and he believed this project would improve safety. Said the Complete Streets Act was signed by Governor Schwarzenegger to encourage all state agencies and municipalities to increase accessibility to streets for all. The bill was sponsored by two diverse key groups: The League of American Bicyclists Users and the AARP. He encouraged the Commission to support the project as well.

Vince Buck, Fullerton - Noted the “Observer” article he wrote, and said even if he answered all the comments made, there would still be opposition. However, he wanted to read a written message from residents Katie and Tom Dalton who said the bridge was essential to the improvement of the bike and pedestrian trail system, noted the Commission had already recommended the project, and that there was no significant change in the details of the issue; nonetheless, the need for the project remained, and the healthy activities of walking and biking should be encouraged. He said he supervised Public Administration interns, and that one wrote on a proposed greenway trail project in which several residents called to express concerns about trespassers and property damage. However, since the trail was completed, they had only expressed appreciation for the trail with the only complaints the lack of benches. Money had been noted as an issue for the Puente Street project, but this was not the City’s money being used, and the grant was competitive, hence, professionals felt this was a worthwhile project.

Regarding questions about Brea’s support, he said Brea was allowing Fullerton to build the trail on Brea property, and liability wasn’t a real issue as cities can’t be held liable for the design and construction of their trails although safety could definitely be made an issue. Regarding safety, he said the loose gravel currently on the path is not safe, that skateboarders like gentler, wider slopes than the proposed path. Responding to comments as to who would use the proposed path, he said Department of Transportation statistics show 46% of adults over 16 have access to bicycles. Said he wasn’t sure how a neighborhood would be measured, but even if 269 neighbors oppose it, there were over 3,000 in the area affected.

Matt Leslie, 716 W. Wilshire – Lives on Wilshire in Fullerton. Rode his bike to the meeting, lives on a bike path and enjoys it very much. Urged support, saying it improves community relations and health, and that anything to get people out of their cars was a good thing. Asked that Commission recommend approval of the project to City Council.

Robert Schwab, 806 Bernard Drive – Lives a block from Puente, and has lived for 45 years in Fullerton. Said he had walked that area many years and did not see many bicycles, and wondered how many use that area. Felt it was a waste of public money, especially at this time, and was very much opposed to the project, especially if no survey had been taken. Said the bike path would accumulate trash, or trash would be thrown off the bridge. Asked the Commission to take a good look at the project before making a recommendation.

Matthew Mallard, 239 W. Wilshire Ave., Apt. B – A biking commuter, said he would like to see this link, and said that as we transition into the future, bicycling would be a part of it.

Kirk Picklar – 12-year Fullerton resident. Said someone mentioned the trail being difficult to police, but gave the examples of the trails at Hiltcher Park and Laguna Lake leading to the courthouse, and that virtually nothing negative went on there. He told the anecdote of being a tree trimmer and getting grubby, and being approached by trail users who would question his presence, i.e., the trail users self-police. He asked the Commission to vote for the bike path.

Bill Boehmke, Jr., 16771 Hay Drive, Chino Hills – Has ridden the Fullerton Loop regularly every Thursday since the early 80's. Regarding the grade, he said the only issue was that the users would need to exert more energy to climb it. Also remarked that home values increase with amenities like this.

Matt Hendry, 224 Commonwealth Avenue – Fullerton resident 30-some years. Said the planned bridge with bumps was “not cool” for skateboarders who would hurt themselves. Said if the City was going to build something, don't build it to hurt people.

As there were no more speakers, Chair Dasney asked for Commissioner comments and questions.

Commissioner Adam asked about the spacing of concrete bollards and if they would allow access for bicycles with children's carriers or carriers for going shopping. Director Felz said the bollards would accommodate all those uses and that the configurations were designed to prohibit some types of uses including cars. Commissioner Adam asked about golf carts, and Director Felz said staff hadn't gotten to that level of detail, but that they didn't want carts to be able to get through.

Commissioner Chen asked about skateboards, and Director Felz said the concrete would be grooved which was not attractive to skateboarders. He said there were a lot of skateboarders using facilities throughout the City, but usually where there were edges, curves, and benches. Commissioner Chen asked about improvements, and what kinds of improvements the residents would see besides the path. Director Felz said the types of improvements would be determined through resident input, but could involve a hard surface for bikes, and a DG path for walkers, and a clean up of the area. Commissioner Chen said she heard concerns from neighbors about safety and noise, and asked why they might feel threatened by cyclists. Director Felz acknowledged the neighbors' concern, but said that hadn't been the case in other trail areas, noting that crime happens everywhere, but the trail system was not an area where it was a problem. He said the area was generally well self-policed and that most conflicts occurred between users. Commissioner Chen asked if a safety issue had been brought up in other areas, but Chair Dasney said the safety of the grade and safety for the cyclist seemed to be the issue here. Director Felz agreed, and said there were other areas with 18% to 20% grade although they were not hard surfaces. He noted that while the grade was not ideal, it was still within the Cal Trans specifications.

Commissioner Hayes asked about access points, and if the fencing would be addressed. Director Felz said the project hadn't been reviewed at that level, but with other projects, fencing had been addressed and improvements could be made if there was a need. Commissioner Hayes thanked everyone for their comments and the Engineering Department for its presentation. Commissioner Shanfield thanked everyone for coming and speaking, and said she hadn't heard anything new at this second meeting. Regarding the cost of the project, which several nearby residents mentioned, she said the grants were difficult to get, weren't given without a lot of consideration, and that the City should be happy to receive state and Federal grants to improve property that belongs to everyone. She said speaker Elaine Mitchell summed it up well as "for the greater good," even if we couldn't immediately comprehend what the benefit would be. Commissioner Morgan thanked everyone too, asked those with concerns to stay with the project if the Commission and Council decide to move forward with the project, and that their concerns would impact the design. Agreed the grant received was important, as was the linking of four major roadways.

Vice Chair Stanford said in the December 2008 Commissioner meeting, there was quite a lengthy discussion about the topic, for which he had two questions: safety and money. He said he learned as a Commissioner that the \$750,000 couldn't just be used anywhere, hence, the Brea Dam funds could only be parceled out for certain items in the Brea Dam per the agreement, not for someone's potholes down the street. Said the money would not benefit Fullerton if the City didn't keep the money. As commissioners, he said they didn't get paid but did live in Fullerton and had to consider what the greater good would be, in light of becoming more "green" and reducing the carbon footprint. In the December meeting, he said his concerns for safety were allayed, and he learned the money could only be used for the Brea Dam, and that the State and Federal monies would go to some other local if not used for this project. He thanked the 29 speakers, both for and against, and said their presentations were all well thought out.

Commissioner Chen told the residents coming tonight that she understood their concerns and recommended they stay involved. She said the project will be an investment and improvement in their neighborhood, so their input will ensure positive things happening with the project, e.g. a pedestrian path or a nice view.

Chair Dasney said she was most impressed with the "public use of public lands" remarks and that they were key to the issue. There were some who thought a vote for the project would be catering to small group of users, she said; rather, this project would satisfy the greater needs of the greater community and ensure full use of public lands. She said she didn't believe the Commission favored any one group other than what it thought was best for the citizens of Fullerton. She said that that was what they had voted on in December with their last vote which, from what she was hearing, appeared to remain unchanged tonight.

Chair Dasney addressed the money issue and said she also initially questioned the costs for such a short span, but now she supported the project because of the important links, possibilities, and greater networking. She said it was important enough to win the support of the OCTA, the County, and the County Supervisor. She said it was a bigger issue than the neighborhood although the neighborhood was important. She said she

didn't like the alarmist tactic, but said the project was worth \$750,000 to possibly save the life of a young cyclist riding on Brea Boulevard. Thus, she said she would recommend the project to the City Council. She thanked everyone for coming, and said, as some of the other commissioners had mentioned, that if the vote didn't go their way, they shouldn't feel it was a waste of their time, but should remain involved.

Vice Chair Stanford MADE A MOTION to re-recommend the proposal to proceed with the Puente Street connection to the City Council. Commissioner Hayes SECONDED the motion. Chair Dasney called for the vote.

AYES: Adam, Chen, Dasney, Hayes, Shanfield, Stanford, Morgan

NOES: None

ABSENT: None

The MOTION PASSED unanimously.

2. ADJOURNMENT

The meeting adjourned at 8:25 p.m.

Respectfully submitted,

Joe Felz, Director of Parks and Recreation

JF:pf