



City of Thousand Oaks

INTERIM CITY MANAGER
CANDIS L. HONG

June 24, 2003

RECEIVED
VENTURA COUNTY SUPERIOR COURT

JUN 26 2003

Honorable Bruce A. Clark
Presiding Judge of the Superior Court
Ventura County Hall of Justice
800 S. Victoria Avenue
Ventura, CA 93009

OFFICE OF THE
PRESIDING JUDGE

Re: Thousand Oaks Royal Oaks Drive Day Laborer Site Grand Jury Report

Dear Judge Clark:

In response to Foreman Duane Christensen's letter of May 6, 2003, the following is the City of Thousand Oaks' response to the Thousand Oaks Royal Oaks Drive Day Laborer Site Grand Jury Report:

Finding F-1

The laborers are not visible to the general public in their new pick-up site as they were at the old location. The area appeared to be clean and well maintained on each of the Grand Jury visits.

City Response: Concur with finding.

Finding F-2

The site chosen was City-owned property. All construction was funded by Community Development Block Grant (CDBG) funds. The improvements included picnic tables with benches, a bicycle rack, trash receptacles and turnaround access.

City Response: Concur with finding.

Finding F-3

Two (2) portable sanitary units provided temporary restroom facilities.

City Response: Concur with finding.

Finding F-4

On the various visits made by members of the Grand Jury, there were 6 to 12 cars parked in the vicinity of the day laborer pick-up site. It was unknown whether these were resident or day laborer owned vehicles.

City Response: Partially concur with finding. City staff does not know specific dates of Grand Jury visits. However, City staff has conducted similar site visits and researched who owns vehicles parked in site vicinity. Most of the vehicles belong to adjacent residents and/or visitors of adjacent residents. Very few cars, if any, on any given day actually belong to day laborers. Nearly all of the day laborers walk or ride bicycles to the site.

Finding F-5

The turnaround area provided for contractors and the general public to pick up the laborers is not marked, unless one is familiar with the turnaround, it might not be used.

City Response: Partially concur with finding. While it is true that the turnaround area is not formally marked, it does not need to be. There has not been any evidence over the past year that the turnaround is not being used properly. Day laborers and contractors use the turnaround on a regular basis, with no reported or observed problems.

Conclusion C-1

Other cities that are still wrestling with day laborer problems might want to consider using CDBG funds to create similar areas within their cities. (F-2)

City Response: Concur with conclusion.

Conclusion C-2

The citizen's complaint appears to be "it's a great idea but not in my neighborhood, please" (F-1)

City Response: No comment with respect to conclusion. This is an observation only.

Conclusion C-3

The temporary restroom facilities serve the immediate needs of the day laborers. If permanent facilities were made available, the aesthetic appearance of the entire area would be improved. (F-3)

City Response: Concur with conclusion. City Council will decide at a later date whether or not to pursue converting existing temporary restroom facilities to permanent facilities.

Conclusion C-4

A traffic survey in the area would provide an indication whether the parked vehicles were causing hazardous conditions for moving vehicles or pedestrians in the area. (F-4)

City Response: Concur with conclusion. City staff did conduct a traffic volume study before and after opening of Royal Oaks Drive Day Laborer Site. The result of this study concluded that there was no measurable change in traffic volume.

Staff also evaluated traffic collision records dating back to January 1, 2002 (17 months). The data from these records show that there have not been any reported vehicle or pedestrian collisions along Royal Oaks Drive or Fairview Road in the immediate vicinity of the new day laborer site. Observations made by staff during the morning periods when day laborers are picked up by contractors reveal no congestion or traffic circulation problems.

Conclusion C-5

The new site is located in an out-of-the-way low population area. (F-1, F-5)

City Response: Concur with conclusion.

Recommendation R-1

Recommend that permanent toilet facilities be installed. At the time this report was being written, the city had approved funding to accomplish the construction with the next CDBG fund application. (C-3)

City Response: Concur with recommendation. Funding for one permanent unisex restroom to replace existing two temporary portable restrooms has been included in City's adopted FY 2003-2004 CDBG Budget. New restroom design and bid award is subject to City Council approval.

Recommendation R-2

Conduct a traffic safety study at the corner of Hampshire Road and Royal Oaks to determine if the new day laborer site has created a traffic hazard that would warrant installing "No Parking" signs in the immediate area. (C-4)

City Response: Concur with conclusion. As explained in City's response to Conclusion C-4, City staff did conduct a traffic volume study before and after opening of Royal Oaks Drive Day Laborer Site. The result of this study concluded that there was no measurable change in traffic volume. Staff also evaluated traffic collision records dating back to January 1, 2002 (17 months). The data from these records show that there have not been any reported vehicle or pedestrian collisions along Royal Oaks Drive or Fairview Road in the immediate vicinity of the new day

Honorable Bruce A. Clark

June 24, 2003

Page 4

laborer site. Observations made by staff during the morning periods when day laborers are picked up by contractors reveal no congestion or traffic circulation problems.

City traffic engineers have determined that installation of "No Parking" signs are not warranted at this time, based on City standards. However, traffic engineers will continue to monitor to determine if signs should be considered in the future.

Recommendation R-3

Install a permanent sign at the turnaround indicating where contractors and the general public can pick up the day laborers. (C-5)

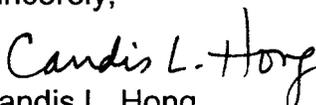
City Response: Disagree with conclusion. As explained in City's response to Conclusion C-4 and Recommendation R-2, congestion and/or traffic circulation problems have not resulted since implementation of new day laborer site. For nearly one year, day laborers have stood along the perimeter of the turnaround driveway. This established practice has made it clear to contractors and motorists where they need to drive and park to allow for traffic to flow smoothly along Royal Oaks Drive.

City traffic engineers have determined that installing a permanent sign directing traffic into the turnaround area is not warranted at this time, based on City standards. However, traffic engineers will continue to monitor to determine if signs should be considered in the future.

For example, traffic engineers may consider posting "30 Minute" parking zones along south side of Royal Oaks Drive and/or inside of turnaround driveway, should parking congestion develop. This is the type of sign used near school zones in loading/unloading areas to discourage motorists from leaving vehicles unattended. However, this is not the situation with the Royal Oaks Drive Day Laborer site.

Thanks again for the Grand Jury's interest in the Royal Oaks Drive Day Laborer Site. Should you have any questions and/or comments, please do not hesitate to contact Scott Mitnick, Deputy City Manager, at (805) 449-2111.

Sincerely,


Candis L. Hong
Interim City Manager

c: City Council
Mark G. Sellers, City Attorney
Scott Mitnick, Deputy City Manager
Don Nelson, Public Works Director