



Placentia Traffic Safety Commission

401 E. Chapman Avenue
Placentia, CA 92870

7:00 P.M. COMMUNITY MEETING ROOM

AGENDA

MEETING DATE: Regular Meeting, July 16, 2012

PLEDGE OF ALLEGIANCE

ROLL CALL: CHAIRPERSON STAFFORD
VICE CHAIR BRUSCHKE
COMMISSIONER CHADHA
COMMISSIONER GORMAN
COMMISSIONER HERNANDEZ
COMMISSIONER HUTAIN
COMMISSIONER LABRECHE

APPROVAL OF MINUTES: Regular Meeting, March 19, 2012
Regular Meeting, November 21, 2011
Regular Meeting, May 16, 2011

PUBLIC COMMENTS: At this time the public is invited to address the Traffic Safety Commission concerning any item on the agenda, which is not a public hearing item, or on matters within the jurisdiction of the Traffic Safety Commission.

REPORTS:

I. **TRAFFIC CONTROL:** Stop Signs
TSC NO. 12-02 Richfield Road at Orchard Drive
Requested by Katherine Davidson

INFORMATION/COMMUNICATIONS:

1. POLICE DEPARTMENT TRAFFIC SUMMARY
Statistical update on accident and enforcement information provided by the Placentia Police Department.
2. DISCUSSION ITEMS BY TRAFFIC ENGINEER
Presentation of other items of interest.

3. RESPONSE TO PRIOR MEETING ITEMS
Update of items discussed at prior meetings.

NON AGENDA ITEMS:

ADJOURNMENT:

Special Accommodations:

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Office at (714) 993-8131. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.
(28 CFR 35.102.35.104 ADA Title II)

In compliance with California Government Code § 54957.5, any writings or documents provided to a majority of the Traffic Safety Commission regarding any Item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

*****CERTIFICATION OF POSTING AGENDA*****

I, Ruth Smith, Traffic Engineer/Secretary to the Traffic Safety Commission for the City of Placentia, hereby certify that the Agenda for the meeting of July 16, 2012 of the Traffic Safety Commission of the City of Placentia was posted on July 11, 2012.



Ruth Smith, PE
Traffic Engineer

**PLACENTIA TRAFFIC SAFETY COMMISSION
MINUTES OF THE SPECIAL MEETING
May 16, 2011**

The Regular meeting of the Placentia Traffic Safety Commission of May 16, 2011 was called to order at 7:00 p.m. in the Community Meeting Room, 401 E. Chapman Avenue Placentia by Chair Faia.

PLEDGE OF ALLEGIANCE: Led by Commissioner Bruschke

ROLL CALL: Present: Chair Faia
Vice Chair Chadha
Commissioner Bruschke
Commissioner Stafford
Commissioner Gorman
Commissioner Hernandez

Absent: Commissioner Labreche

STAFF PRESENT: Ruth Smith, Traffic Engineer
Scott Millsap, Traffic Sergeant
Sara Salazar, Administrative Assistant

APPROVAL OF MINUTES:

MOTION BY VICE CHAIR CHADHA TO APPROVE THE MINUTES OF MARCH 21, 2011; SECOND BY COMMISSIONER BRUSCHKE. PASSED 4-0-1-2 (LABRECHE ABSENT, GORMAN AND HERNANDEZ ABSTAINED).

INTRODUCTION OF NEW POLICE CHIEF:

Sergeant Millsap introduced Chief of Police Rick Hicks to the Traffic Safety Commission. Chief Hicks expressed gratitude towards the Commission for their dedication to improving traffic safety.

PUBLIC COMMENTS:

Chair Faia invited public comments on items which are not public hearings. There were none and Chair Faia closed the public comments.

PRESENTATION:

SR-57 Northbound Widening Project Update

Presenters: Arshad Rashedi of the California Department of Transportation (Caltrans) and Jenny Corsey of Westbound Communications

Arshad Rashedi of Caltrans provided an update on the widening of the Northbound 57 Freeway from Orangethorpe Avenue to Lambert Road. The goal is to reduce congestion

and increase traffic flow by adding a northbound lane, merge lane, sound walls, retaining walls and bridge widenings. The projected completion date is Summer 2014.

Jenny Corsey of Westbound Communications noted that her firm has been hired for the public awareness campaign. She explained that they are making information and updates available through various social media outlets such as Twitter and Facebook. They also have a construction help line, an active website which is updated regularly, and they will continue to hold public meetings as needed.

Chief Hicks asked if the information could be added to the City's website. Ms. Corsey said that informational links could be added to the website.

Mr. Steve UMBER, Director of Transportation for the Placentia-Yorba Linda School District asked how the closure of Kraemer Boulevard for the Grade Separation Projects will affect the freeway construction congestion. Mr. Rashedi stated that traffic counts were performed for the Traffic Management Plan (TMP) and construction will be coordinated with the Grade Separation Projects.

Ms. Smith asked how often Traffic Management meetings are held. Ms. Corsey responded that meetings are held every 2 (two) weeks with Cities and project managers. Ms. Smith advised the Commission that at their request, she can forward any updates she receives.

REPORTS:

I. TRAFFIC CONTROL: TSC NO. 11-03A Pedestrian Safety Concerns- Cartlen Drive and Brooklyn Avenue Requested by the City Administrator

This is a request to install a crosswalk as well as to improve traffic congestion that results from parents using the neighborhood as a pick-up and drop-off area for Golden Elementary School students.

Ms. Smith gave the staff report.

Ms. Smith shared comments she received via email from a resident at 2243 Cartlen Drive. The resident, Kim Novak, expressed opposition to the City painting the curb red in front of her home. Ms. Smith proposed the possibility of shortening the new red curb from 15 feet to 5 feet.

The following recommendations were made:

1. Install a yellow painted crosswalk on Cartlen Drive at Brooklyn Avenue with advance warning signs.
2. Install red curb for No Stopping Any Time at the intersection of Cartlen Drive and Brooklyn Avenue.
3. Install a "No Parking 7:30 AM to 8:30 AM, 1:00 PM to 3:00 PM, School Days Only" zone on Golden Avenue.

Ms. Smith invited Mr. Umber to provide an update on actions taken by the Placentia-Yorba Linda Unified School District related to this issue. Mr. Umber stated that by the end of the summer, the school district will complete the construction at George Key Elementary School. This will allow the removal of the temporary "No Parking, Bus Exempt" restriction in front of the school. He suggested the zone be returned to its prior use, which included parking spaces, or to create a zone with parking limitations to allow a 'queuing' lane, once the construction is complete. He added that the school district is also planning to add a two (2) lane entry into the parking lot by the end of summer to enable westbound vehicles to enter the parking lot simultaneously with eastbound vehicles.

Chair Faia asked if the parking spaces in the front of the school are used. Mr. Umber stated yes, they are used by school staff.

Ms. Smith asked if the proposed hours for the Golden Avenue parking restriction will be acceptable. Mr. Umber responded, "Yes".

Chair Faia asked if parents will be notified of changes, once improvements are completed. Mr. Umber responded that yes, the Golden Elementary principal is diligent in communicating with parents.

Chair Faia invited any public comments for the item.

Mr. Alan Frank, 813 Brooklyn Avenue, expressed thanks to the City for their efforts to improve the situation and to the police department for providing enforcement.

Ms. Suzanne Wulff, 808 Brooklyn Avenue, stated she is pleased with the continuing efforts.

Mr. David McNutt, 819 Brooklyn Avenue expressed thanks.

Ms. Roxanne Skovira 2214 Cartlen Avenue, expressed thanks.

Chair Faia closed the public comments.

Discussion ensued among the Commission regarding the red curb in front of 2243 Cartlen Drive.

MOTION BY COMMISSIONER HERNANDEZ TO APPROVE STAFF RECOMMENDATIONS INCLUDING THE RED CURB FROM 15 (FIFTEEN) FEET TO 5 (FIVE) FEET IN FRONT OF 2243 CARTLEN DRIVE FOR TSC NO. 11-03A; SECOND BY COMMISSIONER STAFFORD. PASSED 6-0 (LABRECHE ABSENT).

INFORMATION/COMMUNICATIONS:

Ms. Smith advised the Commission she would have another school district item at the next regular meeting.

Sergeant Millsap presented the Police Department Traffic Summary. Total collisions are down 12% from last year, hit- and-run accidents are down 6%, impounded vehicles are down 22%, D.U.I. accidents are down 18% and D.U.I. arrests are down 13%.

Chair Faia asked if the Traffic Division of the Police Department is still short-staffed. Sgt. Millsap responded that aside from himself, there is one (1) full time motor officer, one officer currently on leave and two (2) vacant motor officer positions.

Commissioner Stafford asked if checkpoints are still in place. Sgt. Millsap responded that a checkpoint was recently held which resulted in three (3) arrests and 10 impounded vehicles. He added that the current OTS grant expires in September 2011 and the Police Department is waiting to hear for next year's grant.

Ms. Smith advised the Commission that the intersection improvements at the intersection of Bradford Avenue and Madison Avenue are almost complete.

Chair Faia asked if there was any update on items from the last meeting. Ms. Smith responded that the signs are on order.

ADJOURNMENT: 8:15 p.m.

Chair Faia adjourned the Traffic Safety Commission meeting to the next regularly scheduled meeting on May 16, 2011 at 401 East Chapman Avenue, Placentia.

RUTH SMITH, P.E., Traffic Engineer
Secretary to the Traffic Safety Commission

**PLACENTIA TRAFFIC SAFETY COMMISSION
MINUTES OF THE SPECIAL MEETING
November 21, 2011**

The Regular meeting of the Placentia Traffic Safety Commission of November 21, 2011 was called to order at 7:10 p.m. in the Community Meeting Room, 401 E. Chapman Avenue Placentia by Vice Chair Chadha.

PLEDGE OF ALLEGIANCE: Led by Commissioner Labreche

ROLL CALL: Present: Vice Chair Chadha
Commissioner Brusckke
Commissioner Hutain
Commissioner Labreche

Absent: Commissioner Stafford
Commissioner Gorman
Commissioner Hernandez

STAFF PRESENT: Ruth Smith, Traffic Engineer
Scott Millsap, Traffic Sergeant
Sara Salazar, Administrative Assistant

APPROVAL OF MINUTES:

The approval of the May 16, 2011 minutes was tabled to the next regular meeting.

SWEARING-IN OF COMMISSIONERS:

Bruce Hutain was sworn in prior to the start of the meeting.

ELECTION OF OFFICERS:

The election of Chair and Vice Chair was tabled to the next regular meeting.

PUBLIC COMMENTS:

Vice Chair Chadha invited public comments on items which are not public hearings.

Mr. and Mrs. George and Sarah Guidi, 531 W. Madison Avenue, addressed the Commission concerning the lack of parking available in their neighborhood, the poor condition of the surface of Madison Avenue as well as the low frequency of street sweeping due to cars not being moved on sweeper days.

Commissioner Brusckke asked Mrs. Guidi if she preferred permit parking or parking restrictions. Mrs. Guidi responded that she prefers no overnight parking. Sgt. Millsap stated there are currently no overnight parking restrictions in the City. Mrs. Guidi asked if she was allowed to paint her curb red. Commissioner Labreche responded no, residents are not allowed to paint their curbs red.

Commissioner Bruschke advised Mr. and Mrs. Guidi of two (2) options, to request a parking restriction or to request permit parking. Mrs. Guidi indicated she would like permit parking.

Commissioner Labreche asked Mrs. Guidi if other neighbors are complaining about this issue. Mrs. Guidi responded, no, not that she knows of. One of her neighbors previously had the permit parking rescinded.

Commissioner Labreche asked if the problem existed prior to the previous permit parking being established. Mrs. Guidi responded yes.

Commissioner Hutain asked what is on the other side of the street. Mr. Guidi responded that there are more houses on the other side of the street.

Commissioner Bruschke added in response to concerns about street sweeping frequency, that the City does not post street sweeping signage on arterial streets; therefore cars do not get moved. Mrs. Guidi expressed some frustration. Ms. Smith stated she would speak with the City's maintenance crew about a solution.

Mrs. Guidi asked when Madison Avenue will be re-paved and asked if it was in the budget. Commissioner Bruschke advised that those decisions are not made by the Traffic Safety Commission.

Vice Chair Chadha closed the public comments.

REPORTS:

I. TRAFFIC CONTROL: TSC NO. 11-04 Bradford Avenue at Valencia High School Requested by Steve Umber, PYLUSD

This is a request to install "No Stopping 7 to 8 AM, 2 to 4 PM, School Days, Buses Exempt" signage on the east side of Bradford Avenue north of Anned Drive to establish a bus loading zone for Valencia High School (see Exhibit 1).

Ms. Smith gave the staff report and the follow recommendation was made:

1. Creation of a bus loading zone by installing "No Stopping 7 to 8 AM, 2 to 4 PM, School Days, Buses Exempt " signs on the east side of Bradford Avenue to 1,750 feet north of Anned Drive.

Ms. Smith invited Mr. Umber to address the commission on the item. Mr. Steve Umber, Director of Transportation for PYLUSD 1301 E. Orangethorpe Avenue, stated that loading and unloading as well as parking has been a problem at Valencia High School for many years. These signs will allow the buses to more easily load and unload.

Commissioner Hutain asked if the proposed loading zone is wide enough. Ms. Smith responded that the lane is wide enough to accommodate the buses and will aid in calming traffic as vehicles will slow down to pass. Commissioner Hutain proposed having buses unload in the school parking

lot. Mr. Umber stated that all available parking spaces are needed and that buses are not conducive to the parking lot.

MOTION BY COMMISSIONER LABRECHE SECOND BY COMMISSIONER BRUSCHKE TO APPROVE STAFF RECOMMENDATIONS FOR TSC NO. 11-04; PASSED 4-0-3 (GORMAN, HERNANDEZ AND STAFFORD ABSENT).

PRESENTATION:

O.C. Bridges Grade Separation Project Status

Presenters: City Project Manager Roy Stephenson and OCTA Staff

Ms. Tresa Oliveri, Public Communications External Affairs at OCTA 550 S. Main St Orange, 92863 began the presentation. She presented renderings of what Placentia Avenue and Kraemer Boulevard will look like when complete.

Commissioner Labreche asked how long the project would take for completion. Ms. Oliveri responded approximately two (2) years.

She stated that Kraemer Blvd. and Placentia Ave. will be constructed at the same time because the Burlington Northern Santa Fe railroad requires a 'shoofly', or a temporary train track, to allow trains to continue running. However, the quiet zone will not be in effect during this time due to construction activity. Night work will occur up to 150 evenings at Kraemer Blvd. because BNSF will dictate when OCTA can work in their right of way.

Commissioner Bruschke asked if the quiet zones would still be effect during daytime construction. Ms. Oliveri replied that the quiet zones will not be in effect at all and therefore contractors will take measures to avoid causing excessive horn blowing by the train engineers.

Commissioner Labreche asked where Placentia Avenue would be closed. Ms. Oliveri passed out maps which detailed road closures and designated detours.

Commissioner Bruschke asked if the State College Boulevard closure has been coordinated with the Placentia Avenue closure. Ms. Oliveri responded that the work on Placentia Avenue will be almost finished when State College Blvd. construction begins in 2013.

Commissioner Hutain asked if the work on Rose Drive will occur simultaneously with Kraemer Blvd. Ms. Oliveri responded that yes it will, but Rose Drive will have a bypass road that will remain open during construction.

Commissioner Labreche asked about the closure of the shopping center at the North East corner of Rose Drive and Orangethorpe Avenue. Ms. Oliveri stated the connector of the overpass will be constructed at that location.

Commissioner Hutain asked if the timing of the traffic signals will be adjusted. Mr. Stephenson responded that the City has control of the signal timing.

Ms. Oliveri then showed a simulation video from OCTA's website of what the Grade Separations will look like once they are complete.

Mr. Stephenson advised the Commission that both the Kraemer Blvd. and the Placentia Avenue Grade Separations projects have been awarded to contractors by OCTA. The City, along with neighboring cities, will issue OCTA an Encroachment Permit with terms and conditions for the construction. Extensive traffic management plans have been prepared in an attempt to address any traffic issues that arise. The City will retain the responsibility for traffic signal timing.

Mr. Umber asked if the passing trains will slow down for the construction. Mr. Stephenson responded that it will depend on the judgment of the train engineer.

Mr. Stephenson expressed concern over the designated detour routes and the impact it will have on surrounding streets if traffic does not follow them. Cameras will be installed in the downtown area to monitor peak hour congestion and funds are available in the case that additional enforcement is needed by the Police Department. The traffic management plan is extensive; however OCTA will be reactive to whatever modifications are necessary. Construction is scheduled to begin after the 1st of January, 2012 with the closure of Kraemer Blvd. estimated around June 2012. Placentia Avenue is scheduled to remain open except for a period of 54 total days.

Mr. Umber asked if the school district and other affected entities could be given 60 days notice of the closure of Kraemer Blvd. once a date is known. Mr. Stephenson responded that it is possible. Ms. Oliveri added that currently OCTA is receiving schedules from the contractor, which must be received before the Notice to Proceed will be given.

Commissioner Labreche asked if the contractors are local or out of state. Ms. Oliveri responded that both contractors are local and came in under the engineers estimates. Part of the Grade Separations Project funding will come from Proposition 1B funds which are first come, first served.

Commissioner Hutain asked if there are any bike lanes in the plans. Mr. Stephenson responded that the plans do not include bike lanes however there are bike routes around the projects. Commissioner Hutain asked about the bike routes from North to South. Mr. Stephenson advised the bike route around Placentia Avenue is Santa Fe Avenue to Melrose Street and the bike route around Rose Drive would be Jefferson Avenue.

INFORMATION/COMMUNICATIONS:

Police Department Traffic Summary

Sergeant Millsap presented the Police Department Traffic Summary.

Accidents are down 5% from last year with no Fatal Accidents year to date. Personal injuries are up 14% which could be a result of more carpooling vehicles. Property damage collisions are down 14%. Pedestrians injured are up 100%. Bicyclists injured are up 46% and Hit and Run Accidents and still going down, currently by 18%. Total Citations are down 10% from last year, D.U.I. Accidents are up 7% and D.U.I. Arrests are down by 9%. He went on to say that the Police

Department was not able to get the D.U.I. grant renewed due to more applications from other Agencies and improved D.U.I. rates.

Commissioner Chadha asked how much the D.U.I. grant typically is for. Sgt. Millsap replied that it is usually for a few hundred thousand dollars.

Sgt. Millsap indicated the City of Placentia will be participating in the North County Avoid Grant with the Anaheim Police Department which includes a checkpoint, a multi-agency checkpoint and five (5) saturation patrols.

Commissioner Hutain asked which intersections pedestrians are getting injured at. Sgt. Millsap responded that there are no intersections in particular; pedestrians are injured all over the City.

Ms. Smith asked if the statistics include the pedestrians injured at Golden Avenue and Valencia Avenue earlier in the year. Sgt. Millsap responded that those statistics will be included in next month's report.

Sgt. Millsap spoke about the monies that OCTA will contribute for enforcement in the downtown area and the video monitors that will be set up. He stated that until the roads are closed and construction begins they don't know what to expect.

DISCUSSION ITEMS BY TRAFFIC ENGINEER

Ms. Smith advised the Commission of upcoming meeting items. A request was received from residents on Harmony Lane for permit parking due to the high volume of college students using the street. Commissioner Brusckke stated the City of Fullerton has just implemented two (2) hour parking which may be pushing more students to find parking in Placentia. Another item is to close a pedestrian gate on Seville Drive to re-route parents who are dropping off students, to the pedestrian gate on Trumpet Avenue. Ms. Smith advised the Commission that the General Plan Circulation Element is in the process of being updated. Traffic counts are being conducted in the City for the General Plan update, citywide speed limit updates as well as grant applications. Sgt. Millsap asked if a speed survey will be conducted at the newly signalized intersection of Bradford Avenue and Madison Avenue for speed enforcement. Ms. Smith stated that she would work on having a city-wide speed survey done in the next 12 months.

ADJOURNMENT:

Vice Chairman Chadha adjourned the Traffic Safety Commission meeting at 8:40 p.m. to the next regularly scheduled meeting on January 16, 2012 at 401 East Chapman Avenue, Placentia.

RUTH SMITH, P.E., Traffic Engineer
Secretary to the Traffic Safety Commission

**PLACENTIA TRAFFIC SAFETY COMMISSION
MINUTES OF THE SPECIAL MEETING
March 19, 2012**

The Regular meeting of the Placentia Traffic Safety Commission of March 19, 2012 was called to order at 7:10 p.m. in the Community Meeting Room, 401 E. Chapman Avenue Placentia by Commissioner Hernandez.

PLEDGE OF ALLEGIANCE: Led by Commissioner Labreche

ROLL CALL: Present: Commissioner Brusckke
Commissioner Hernandez
Commissioner Hutain
Commissioner Labreche
Commissioner Stafford

Absent: Vice Chair Chadha
Commissioner Gorman

STAFF PRESENT: Ruth Smith, Traffic Engineer
Scott Millsap, Traffic Sergeant
Sara Salazar, Administrative Assistant

APPROVAL OF MINUTES:

The approval of the May 16, 2011 minutes was tabled to the next regular meeting.
The approval of the November 21, 2011 minutes was tabled to the next regular meeting.

ELECTION OF OFFICERS:

Commissioner Labreche nominated Commissioner Stafford for Chairperson. Commissioner Brusckke seconded the motion. Motion passed 4-0-2-1 (Chadha and Gorman absent, Stafford abstain)

Commissioner Labreche nominated Commissioner Brusckke for Vice Chairperson. Commissioner Hernandez seconded the motion. Motion passed 4-0-2-1. (Chadha and Gorman absent, Brusckke abstain)

PUBLIC COMMENTS:

Chairperson Stafford invited public comments on items which are not public hearings but none were offered.

REPORTS:

- I. **TRAFFIC CONTROL: TSC NO. 12-01
Resident-Only Permit Parking on Moonbeam Street and Primrose Avenue**

Ms. Smith presented her report and offered the recommendation that a resident-only permit parking zone be established, to include both Harmony Lane and Moonbeam Drive for 24 hours, seven (7) days a week.

Commissioner Hutain asked if any other streets are likely to be affected besides Stardust Drive. Ms. Smith responded that she didn't believe so; surrounding streets already have permit parking.

Chairperson Stafford opened the meeting for public comments.

Mr. Mike Demboski, 313 Moonbeam Drive, Placentia, expressed support for the establishment of the permit parking on Harmony and Moonbeam. He stated that parked vehicles have increased in the last couple of years.

Mr. Gilbert Ochoa, 325 Moonbeam Drive, Placentia, stated that he often has to pick up trash from the gutter in front of his home, left from parked vehicles. He added that he also supports permit parking on Stardust Drive.

Mrs. Yolanda Velasquez, 808 Harmony Lane, Placentia, agreed with what Mr. Demboski and Mr. Ochoa stated. She added that there is nowhere for residents to place their cans for trash pick-up.

Mr. Gabino Fuentes, 407 Stardust Drive, Placentia, expressed concern that Stardust Drive did not meet the petition requirements.

Ms. Pat Hall, 319 Moonbeam Drive, Placentia, supported the implementation of permit parking.

Mr. Gilbert Ochoa, 325 Moonbeam Drive, Placentia, asked if vehicles can park in front on the radius of the curb. Sgt. Millsap responded yes, if vehicles are parked within 18" of the curb.

Chairperson Stafford closed the public comments portion of the meeting.

Chairperson Stafford asked Ms. Smith if she had spoken with any Stardust Drive residents, besides Mr. Fuentes. Ms. Smith responded that she had not and added that only 38% of the Stardust Drive residents supported the permit parking on their street.

Vice Chairperson Bruscke asked the residents in attendance if they desired permit parking 24 hours a day as there are hardships associated with it. Mrs. Vasquez, 808 Harmony Lane, responded that the problem still exists on the evenings and weekends from the residents of the apartments and that 24 hour/7 day a week permits are necessary. Mr. Demboski, Ms. Hall, Mr. Ochoa and agreed with Ms. Vasquez.

Chairperson Stafford asked the residents if they have double garages or double driveways or single driveways. Ms. Hall responded that all residents have double driveways.

Chairperson Stafford asked Ms. Smith if residents have been informed of the costs associated with permits. Ms. Smith responded that yes they were informed, costs were discussed.

Commissioner Hutain asked for the location of the alley. Ms. Smith pointed out the location on the report and clarified that alley parking is not allowed regardless of the permits.

MOTION BY COMMISSIONER LABRECHE SECOND BY COMMISSIONER BRUSCHKE TO APPROVE STAFF RECOMMENDATIONS FOR TSC NO. 11-04; PASSED 4-0-3 (GORMAN, HERNANDEZ AND STAFFORD ABSENT).

INFORMATION/COMMUNICATIONS:

Police department traffic summary

Sergeant Millsap advised the Commission that due to AB 128 restrictions, there are no more part-time motor officers in the Department as officers felt their retirement was at risk. Interviews are being conducted for replacements in the mean time.

He reported that there was a 42% increase in total accidents in February 2012; however there have been zero fatalities for the last four (4) years. Motorists injured are up by 64%, pedestrians injured are down by 75% and hit-and-run accidents are up 42%. Total citations are down 27% due to the loss of three (3) part-time motor officers. D.U.I. arrests have increased by 100%. The Department is re-applying for D.U.I. enforcement and checkpoint grants.

Commissioner Labreche asked about commercial citations. Sgt. Millsap stated that the commercial enforcement officer Sean Malone had not been in the field, however Officer Malone is back out on patrol three (3) nights per week.

Discussion items by traffic engineer

The Engineering Department is in the process of applying for a state funded Safe Routes to School Grant, which would enable all Citywide school signs to be upgraded as well as the creation of Safe Routes to School maps, as there are currently none.

Chairperson Stafford asked for an update on the Grade Separations Project. Ms. Smith advised that she does not receive progress updates and asked if Sgt. Millsap could offer anything from the weekly meetings he attends. Sgt. Millsap stated the meetings have been changed from weekly to monthly. He spoke briefly about requests for changes to striping and signage. Placentia Avenue is scheduled to be closed for nine (9) days in June, to install a bypass road. In the near future, Placentia Avenue will be closed for 45 days and concurrently construction at Rose Drive will begin. OCTA and the Police Department are working together to keep vehicles, who are searching for alternate routes, moving in the downtown area.

Ms. Smith asked Sgt. Millsap if OCTA has installed cameras in the downtown area to monitor traffic. Sgt. Millsap responded that no, they have not. He added that OCTA is also supposed to place Speed Feedback signs on Chapman Avenue and Alta Vista Street.

Ms. Smith advised the Commission that staff is going to City Council for approval of a proposal to install battery back-up systems at 12 signalized intersections.

Response to prior meeting items

Ms. Smith advised that she is working on having the bus loading zone installed on Bradford Avenue at Valencia High School.

NON AGENDA ITEMS:

Chairperson Stafford asked if the 'Loading/Unloading' signs could be removed at the intersection of Bradford Avenue and Primrose Avenue which cause vehicles to park in the crosswalk. She expressed concern that a student will be hit. Ms. Smith responded that her intention is to review the signage of the entire street. However she will look at the one (1) sign to see if it can be removed without putting the City at a liability risk. Chairperson Stafford added that the area vehicles are using for loading and unloading is a red curb.

Commissioner Hutain passed out binders to each Commissioner from the 2012 CTE Traffic Commissioners Workshop he recently attended. Ms. Smith offered to provide training to the Commission on any topics they were interested in getting more information about. Chairperson Stafford advised that they would email her.

ADJOURNMENT:

Chairperson Stafford adjourned the Traffic Safety Commission meeting at 8:10 p.m. to the next regularly scheduled meeting on May 21, 2012 at 401 East Chapman Avenue, Placentia.



RUTH SMITH, P.E., Traffic Engineer
Secretary to the Traffic Safety Commission

TRAFFIC SAFETY COMMISSION REPORT
STOP SIGNS
RICHFIELD ROAD & ORCHARD DRIVE

TSC NO.: 12 - 02

MEETING DATE: JULY 16, 2012

REQUEST:

This is a request to install stop signs on Richfield Road at Orchard Drive as an interim measure until a traffic signal can be installed.

DISCUSSION:

Area residents have expressed concern about the safety of the intersection and requested a multi-way stop. They noted that there have been a number of traffic accidents in recent years and that it is difficult to cross Richfield Road because of the high volume of traffic and the very limited sight distance due to the curves in Richfield Road. They also mentioned the new housing development on the northeast corner that recently opened (Crescent Heights) and noted that it has increased traffic in the area.

Existing Conditions

The intersection of Richfield Road and Orchard Drive is located on the east side of the City (see Exhibit 1). It is a four-way intersection, with Richfield Road as the north-south street and Orchard Drive as the east-west street (see Exhibit 2). Richfield Road is a four-lane roadway with two lanes in each direction and a two-way left turn lane. At the intersection, Richfield Road has a left turn lane, a through lane and a through/right turn lane on each approach. The posted speed limit on Richfield Road is 45 miles per hour.

Orchard Drive is a two-lane roadway, with one lane in each direction, and is controlled by stop signs at Richfield Road. At the intersection, Orchard Drive has a left turn lane and a through/right turn lane on each approach. The posted speed limit on Orchard Drive is 30 miles per hour west of Richfield Road and 35 miles per hour east of Richfield Road.

Nearby traffic controls on Richfield Road include a traffic signal at Orangethorpe Avenue, located approximately 1,000 feet south of Orchard Drive, and stop controls at Buena Vista Avenue, located approximately 3,500 feet north of Orchard Drive.

Data from the 2006 City-wide Speed Zone Study indicates the 85th percentile speed on Richfield is 44 miles per hour. Thus, the 45 mile-per-hour speed limit is appropriate.

Traffic counts taken on November 17, 2011 reveal that approximately 8,670 vehicles per day enter the intersection on Richfield Road and that approximately 1,753 vehicles per day enter the intersection on Orchard Drive, for a total of approximately 10,423 vehicles per day going through the intersection.

Intersection Configuration

It should be noted that the intersection of Orchard Drive and Richfield Road has an unusual configuration. Orchard Drive does not cross Richfield Road at a 90 degree angle, but rather at approximately 60 degrees, resulting in a skewed intersection. Richfield Road also has a reverse horizontal curve that changes from curving to the left (east) to curving to the right (west) as it crosses Orchard Drive going south. Both of these configurations can be seen on Exhibit 3. The reverse curve is also illustrated on Exhibit 4 and its effect on eastbound traffic can be seen on Exhibit 5. Both of these conditions contribute to reduced sight distance for eastbound traffic on Orchard Drive.

The reduced sight distance due to the unusual intersection configuration is exacerbated by trees and street furniture on the east side of Richfield Road south of Orchard Drive. Exhibits 6 – 9 are photos taken from the driver's point of view when the vehicle was stopped at the stop sign on eastbound Orchard Drive, and the driver was looking south at approaching traffic on Richfield Road. Exhibits 6 and 7 were taken from the curb lane, which is for through and right-turning traffic. Exhibit 6 was taken when the vehicle was stopped at the limit line and Exhibit 7 was taken after the vehicle was moved closer to the intersection, in an effort to better see around the obstacles. Exhibits 8 and 9 were taken from the left turn lane. Exhibit 8 was taken when the vehicle was stopped at the limit line and Exhibit 9 was taken after the vehicle was moved closer to the intersection. It can be seen that sight distance and the view of on-coming traffic is reduced by the obstacles and roadway geometrics.

Traffic Collision Analysis

An analysis of the reported traffic collisions at the intersection of Richfield Road and Orchard Drive for the past 10 years revealed the following:

- For the most recent 12 months for which data is available, there were three traffic collisions at the intersection, all broadside and susceptible to correction with a multi-way stop.
- There were a total of 17 traffic collisions, with 16 being broadside, 1 hit object, and 1 sideswipe, resulting in 10 injured persons.
- The breakdown of the broadside collisions is:
 - 4 eastbound vs southbound
 - 3 eastbound vs northbound
 - 3 westbound vs northbound

- 2 westbound vs southbound
- 1 involving a left-turning vehicle
- 2 involving right-turning vehicles
- The collision rate for the three most recent years for which data is available is 0.61 Collisions per Million Vehicles (C/MV). Caltrans 2009 collision data (most recent available) indicates that the base average collision rate for similar types of intersections in an Urban area is 0.15 C/MV. *The collision rate at this intersection is, therefore, more than four times what is expected, which shows that there is a significant collision problem that needs to be addressed.*

These findings corroborate the residents' observations and support their concerns. It is likely that the high collision rate is largely due to the intersection's unusual configuration, described previously.

Planned Traffic Signal

As previously noted, the Crescent Heights housing development recently opened on the northeast corner of the intersection. The traffic study for the development indicated that a traffic signal would be warranted at the intersection of Richfield Road and Orchard Drive, in conjunction with development of the site. The developer contributed fair-share funds for construction of the traffic signal and the City will install the signal when the remaining funds are available. It is not clear when that will be, but the City is currently having the signal designed so that the plans will be ready when funds do become available.

Warrant for Multi-Way Stop Control

Since there are negative effects related to stop signs, guidelines (warrants) have been developed by state and federal authorities to provide thresholds for traffic conditions that indicate whether certain traffic control devices are appropriate for a particular location. The warrants are based on nation-wide research and experience.

The installation of stop signs on Richfield Road would result in a multi-way stop control. The warrants in the California *Manual on Uniform Traffic Control Devices* (CA MUTCD) are used to evaluate the desirability of this action. The CA MUTCD states that multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal, that the decision to install multi-way stop control should be based on an engineering study, and that the following criteria should be considered in the engineering study for a multi-way stop sign installation:

- A. Where traffic control signals are justified, the multi-way stop can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

- B. Where an accident problem exists, as indicated by five or more accidents that are susceptible to correction by multi-way stop control, occurring within a 12 – month period.
- C. Where traffic volumes exceed the following thresholds:
 - 1. The vehicular volume from the major street approaches (total of both directions) averages at least 300 vehicles per hour for any eight hours of an average day; and
 - 2. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour during the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Warrant Analysis

As previously noted, a traffic study has already determined that a traffic signal is warranted at the intersection of Richfield Road and Orchard Drive in conjunction with the new Crescent Heights housing development, and as a result, a traffic signal will be installed as soon as full funding is available. Criterion A is, therefore, satisfied.

Three traffic collisions susceptible to correction by a multi-way stop were reported in the most recent available 12-month period, thus criteria B is not satisfied.

The major street volume average for the eight highest hours is 790, which exceeds the required 300 vehicles per hour, and the volume entering the intersection from Orchard Drive is 136 which is less than the required 200. Therefore, the volume requirements of criteria C are not satisfied.

Criteria D is not met since Criteria B and C.2 are not satisfied to 80 percent of the minimum values.

The intersection appears to meet Option C, regarding a road user not being able to see conflicting traffic, based on the sight distance limitations discussed under existing conditions.

To summarize, the intersection meets the following criteria for installing a multi-way stop: Criteria A and Option C, and is, therefore, warranted for a multi-way stop.

Although the intersection meets the warrants for a four-way stop, the volume of traffic on the intersecting roads are not approximately equal. The traffic volume on Richfield Road is nearly four times the traffic volume on Orchard Drive. This is an important consideration. In this situation, there could often be no traffic on the minor cross-street (Orchard Drive) when major street (Richfield Road) traffic stops, which can lead to unsafe driver behavior, including "rolling" through the intersection or not stopping at all.

Normally, the difference in traffic volumes would result in a recommendation to not install a multi-way stop. In this case, however, there are mitigating circumstances. The collision rate for the last three years is more than four times the expected rate. It should be noted that very few intersections have a collision rate that is higher than the base rate. For it to be more than four times the rate is extremely unusual, indicating a severe problem that should be addressed. Also, the geometry of the intersection is unusual, with not only a skewed intersection, but also a reverse horizontal curve through the intersection, both reducing sight distance for eastbound motorists on Orchard Drive. The reduced sight distance is further restricted by objects on the side of the road.

The circumstances noted above appear to out-weigh the possible unsafe driver behavior resulting from the installation of a multi-way stop, and the collision rate of 0.61 C/MV indicates that the warranted traffic signal is urgently needed. It is concluded that stop signs should be installed on Richfield Road as an interim measure.

Since the new stop signs will not be expected by the motorists on Richfield Road and the horizontal curve will reduce the visibility of the new stop signs for northbound motorists, additional advanced warning should be installed in conjunction with the new

stop signs. This would include "Stop Ahead" signs and street markings for both directions, with flashing beacons provided for at least 30 days after the signs are installed. The traffic collisions at the intersection should be monitored for any increase in the number or severity of collisions due to the stop signs.

RECOMMENDATION:

It is recommended that stop signs be installed on Richfield Road at Orchard Drive as an interim measure, until the warranted traffic signal can be installed.



Ruth Smith, P.E.
Traffic Engineer

- Attachments: Exhibit 1 – *Vicinity Map*
Exhibit 2 – *Location Map*
Exhibit 3 – *Intersection Configuration, Richfield Road & Orchard Drive*
Exhibit 4 – *Street-Level View, Southbound Intersection Approach*
Exhibit 5 – *Street-Level View, Eastbound Intersection Approach on Orchard Drive*
Exhibit 6 – *Driver's-Eye View – Limit Line, Eastbound Intersection Approach – Curb Lane*
Exhibit 7 – *Driver's-Eye View – Closer to Richfield Road, Eastbound Intersection Approach – Curb Lane*
Exhibit 8 – *Driver's-Eye View – Limit Line, Eastbound Intersection Approach – Left Turn Lane*
Exhibit 9 – *Driver's-Eye View – Closer to Richfield Road, Eastbound Intersection Approach – Left Turn Lane*

EXHIBIT 1
VICINITY MAP



EXHIBIT 2
LOCATION MAP



LEGEND:

----- = City/County Boundary

EXHIBIT 3

INTERSECTION CONFIGURATION RICHFIELD ROAD & ORCHARD DRIVE



NOTE: Intersection is skewed and on a curve, which contributes to limited sight distance for motorists eastbound on Orchard Dr.

EXHIBIT 4

STREET-LEVEL VIEW SOUTHBOUND INTERSECTION APPROACH



View from Richfield Rd. looking south toward Orchard Dr.

NOTE: Richfield Rd. curves to the left as it approaches Orchard Drive from the north, but it curves to the right south of Orchard Dr. The cars that can be seen on the other side of Orchard Dr. (circled) appear to be in the southbound lanes, but are actually in the northbound lanes.

It is this curve to the right that reduces sight distance for motorists that are eastbound on Orchard Dr.

EXHIBIT 5

STREET-LEVEL VIEW EASTBOUND INTERSECTION APPROACH ON ORCHARD DRIVE



View of the eastbound leg of Orchard Dr. looking from the north side of the street

NOTE: The truck is stopped, as required, at the stop sign limit line. This view clearly shows that the motorist's view of northbound traffic on Richfield Rd. is impaired.

EXHIBIT 6

DRIVER'S-EYE VIEW – FROM LIMIT LINE EASTBOUND INTERSECTION APPROACH – CURB LANE



Driver's-eye view of traffic approaching northbound on Richfield Rd., viewed from the limit line for the curb lane on the eastbound leg of Orchard Dr.

NOTE: A shrub and three trees block most of the view of on-coming traffic from the stop sign limit line.

The curb lane is for through and right turn movements.

EXHIBIT 7

DRIVER'S-EYE VIEW – FROM CLOSER TO RICHFIELD ROAD EASTBOUND INTERSECTION APPROACH – CURB LANE



Driver's-eye view of traffic approaching northbound on Richfield Rd., viewed from the curb lane on the eastbound leg of Orchard Dr., closer to Richfield Rd.

NOTE: The sight distance is better, but trees and street furniture continue to block much of the view of on-coming northbound traffic.

The curb lane is for through and right turn movements.

EXHIBIT 8

DRIVER'S-EYE VIEW – FROM LIMIT LINE EASTBOUND INTERSECTION APPROACH – LEFT TURN LANE



Driver's-eye view of traffic approaching northbound on Richfield Rd., viewed from the limit line for the left turn lane on the eastbound leg of Orchard Dr.

NOTE: A shrub, a wall and three trees block most of the view of on-coming traffic from the stop sign limit line. The view is actually worse than from the curb lane (see Exhibit 6).

Adequate sight distance is more critical for left-turning motorists than for through/right-turning motorists. Motorists making a left turn need larger gaps in traffic than motorists proceeding straight across the intersection (from the curb lane), to be able to safely merge into northbound traffic.

EXHIBIT 9

DRIVER'S-EYE VIEW – FROM CLOSER TO RICHFIELD ROAD EASTBOUND INTERSECTION APPROACH – LEFT TURN LANE



Driver's-eye view of traffic approaching northbound on Richfield Rd., viewed from the left turn lane on the eastbound leg of Orchard Dr., closer to Richfield Rd.

NOTE: The sight distance is better, but trees and street furniture continue to block much of the view of on-coming traffic. The view is similar to that from the curb lane (see Exhibit 7).

Adequate sight distance is more critical for left-turning motorists than for through/right-turning motorists. Motorists making a left turn need larger gaps in traffic than motorists proceeding straight across the intersection (from the curb lane), to be able to merge safely into northbound traffic.