



Agenda Report

Fullerton City Council

MEETING DATE: DECEMBER 2, 2025

TO: CITY COUNCIL / SUCCESSOR AGENCY

SUBMITTED BY: STEPHEN BISE, PUBLIC WORKS DIRECTOR

PREPARED BY: STEPHEN BISE, PUBLIC WORKS DIRECTOR

SUBJECT: ASSOCIATED ROAD ASSESSMENT

SUMMARY

Engineering Division presents an assessment and recommendations for Associated Road between Yorba Linda Boulevard and Bastanchury Road.

PROPOSED MOTION

Authorize Public Works Director to proceed with the following:

- Install a one-foot buffer stripe between the bike lane and #2 travel lane.
- Install enhanced detection system and intersection striping at the Associated Road and Yorba Linda Boulevard intersection.
- Install continental crosswalks on the west and east leg of Associated Road at Milton Avenue and North Creek Lane.

ALTERNATIVE OPTIONS

- Approve the Proposed Motion
- Reject proposed motion
- Other options brought by City Council.

STAFF RECOMMENDATION

Staff recommends the Proposed Motion.

CITY MANAGER REMARKS

None

PRIORITY POLICY STATEMENT

This item matches the following Priority Policy Statements:

- Public Safety
- Infrastructure and City Assets

FISCAL IMPACT

The Fiscal Year 2025-26 Adopted Capital Improvement Program (CIP) Budget has sufficient funding for the recommended improvements within Project 46930 Multi-modal Safety Enhancement Program and Project 46027 Traffic Signal Operation Enhancement / Maintenance and Equipment Replacement Program.

BACKGROUND AND DISCUSSION

On Saturday, September 27th, at approximately 7:00 PM, Fullerton Police Officers were dispatched to the area of Associated Road and Yorba Linda Boulevard regarding a collision involving a vehicle and two electric scooter riders. Preliminary investigation revealed the two females were riding electric scooters southbound on Associated Road in the #2 lane, when the box truck, also traveling southbound in the #2 lane, collided with both riders who were in the roadway.

On October 7, 2025, Council requested staff revisit protected bikeways on Associated Road and coordinate with Cal State University, Fullerton (CSUF) as necessary. Staff has a scheduled meeting with CSUF on December 1, 2025.

Traffic Volume, Speed and Collision Data:

The following provides traffic volume data from 2024, speed data from 2023 and collision data from the last five years (2020 through 2025). From initial review, there appears to be high speeds north of Bastanchury Road, which could be cause for some of the vehicle right-of-way violations and head-on collisions. The segment between Yorba Linda Blvd and Bastanchury Rd has higher volumes, moderate speeds, and the collisions are primarily concentrated at/adjacent to the intersections. The collision data does not indicate there is a safety concern for cyclists along the corridor.

Annual Daily Traffic (ADT) 2024:

Yorba Linda Blvd to Bastanchury Rd	18,593
Bastanchury Rd to Rolling Hills Dr	9,897
Rolling Hills Dr to Imperial Highway	9,218

Radar Speed Data (2023):

Associated Road (85 th Percentile)	NB	SB
Yorba Linda Blvd to Bastanchury Rd	37 mph	39 mph
Bastanchury Rd to Rolling Hills Dr	49 mph	49 mph
Rolling Hills Dr to Imperial Highway	49 mph	50 mph

Collisions Data (2020-2025):

Yorba Linda Boulevard to Bastanchury Road

Total Collisions: 29*

Injury Collisions: 20 Total Injured: 24

Fatal Collisions: 0 Total Deceased: 0*

*Fatal collision on September 27th not captured in this data pending completion of police report/investigation.



Primary Collision Factor								
Unsafe Speed	Auto R/W Violation	Improper Turning	Wrong Side	TS & Signs	Ped Violation	Ped R/W Violation	DUI	Unknown
6	6	4	1	1	1	3	4	3
20.69%	20.69%	13.79%	3.45%	3.45%	3.35%	10.34%	13.79%	10.34%

Collision Type						
Rear-End	Veh-Ped	Broadside	Head-on	Hit Object	Sideswipe	Other
10	6	5	4	2	1	1
34.48%	20.69%	17.24%	13.79%	6.90%	3.45%	3.45%

Vehicle Involved With...					
Vehicle	Pedestrian	Parked Vehicle	Bicycle	Fixed Object	Other
16	6	1	1	4	1
55.17%	20.69%	3.45%	3.45%	13.79%	3.45%

Extent of Injury		
Complaint of Pain	Property Damage	Other Visible Injury
12	9	8
41.38%	31.03%	27.59%

Bastanchury Road to Imperial Highway

Total Collisions: 35

Injury Collisions: 26 Total Injured: 46

Fatal Collisions: 0 Total Deceased: 0



Primary Collision Factor								
Auto R/W Violation	Improper Turning	TS & Signs	Unknown	DUI	Other	Ped R/W Violation	Wrong Side	Not Stated
15	5	5	5	1	1	1	1	1
42.86%	14.29%	14.29%	14.29%	2.86%	2.86%	2.86%	2.86%	2.86%

Collision Type						
Veh-Ped	Broadside	Head-on	Hit Object	Sideswipe	Veh-Ped	Other
1	12	13	5	4	1	0
2.86%	34.29%	37.14%	14.29%	11.43%	2.86%	-

Vehicle Involved With...					
Vehicle	Pedestrian	Parked Vehicle	Bicycle	Fixed Object	Other
27	1	1	1	5	0
77.14%	2.86%	2.86%	2.86%	14.29%	-

Extent of Injury			
Complaint of Pain	Property Damage	Other Visible Injury	Severe Injury
12	9	13	1
34.29%	25.71%	37.14%	2.86%

What We've Done

Staff programmed infrastructure improvements for pavement rehabilitation and re-striping on Associated Road for Fiscal Year 2022-23. The Traffic Division reviewed the project for potential modifications and safety improvements.

Associated Road is a 4-lane Secondary Arterial spanning from Yorba Linda Boulevard to Imperial Highway within the City of Fullerton. Based on traffic data in 2023, Associated Road between Yorba Linda Boulevard and Bastanchury Road had an average Annual

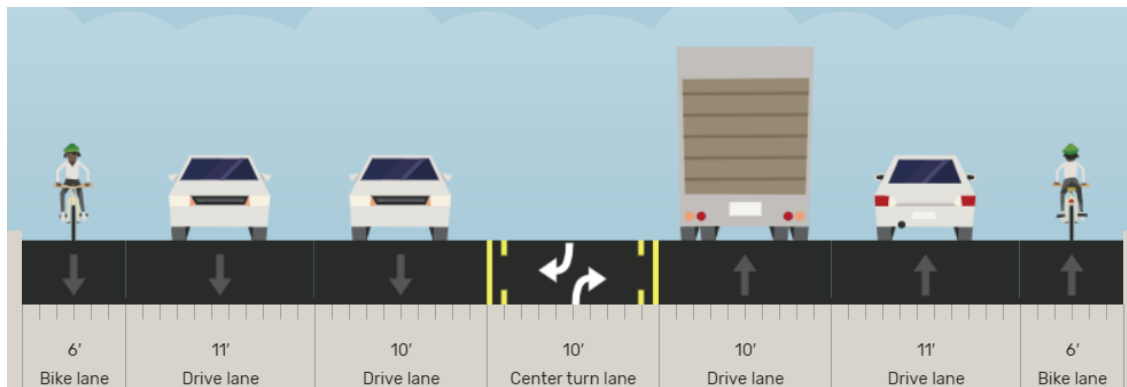
Daily Traffic (ADT) of 17,000 vehicles. The segment between Bastanchury Road and Imperial Highway had an ADT of 10,000 vehicles. The Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways recommends roadways with ADT between 9,000-15,000 be classified as a “Divided Collector,” which provides 1-lane in each direction.

The traffic volume between Yorba Linda Boulevard and Bastanchury Road warrant 4-lanes, however, three decades of traffic data indicate drivers underutilize the segment of between Bastanchury Road and Imperial Highway. Best practices suggest a lane reduction and reassignment of the roadway space. The proposed design would reduce the roadway from two lanes in each direction to one lane in each direction and maintain the center two-way left turn lane. The lane reduction provided safety benefits and an opportunity to install on-street parking and a protected Class IV bikeway.

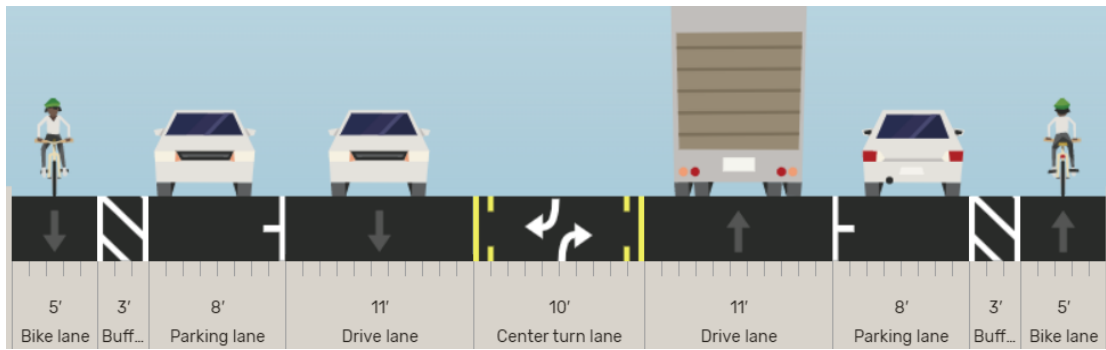
The proposed objectives include:

- Primary: Improve safety
- Secondary: Reduce the needs and/or limits of future roadway maintenance
- Tertiary: Reassign underutilized roadway space

Associated Road is part of the OCTA Master Plan of Arterial Highways and requires approval prior to implementing any lane revisions. OCTA found the lane reduction appropriate, and the OCTA Board approved reclassifying Associated Road from a Secondary Arterial to Secondary Collector in April 2023. Staff presented this project to the Transportation and Circulation Commission (TCC) for approval and both the Active Transportation Committee (ATC) and Infrastructure and Natural Resources Advisory Committee (INRAC) for comments. TCC and ATC both approved the recommendations to reduce the number of lanes, plus add on-street parking and the Class IV bicycle lane. INRAC recommended community input before taking the project to City Council for contract award as INRAC does not make striping recommendations.

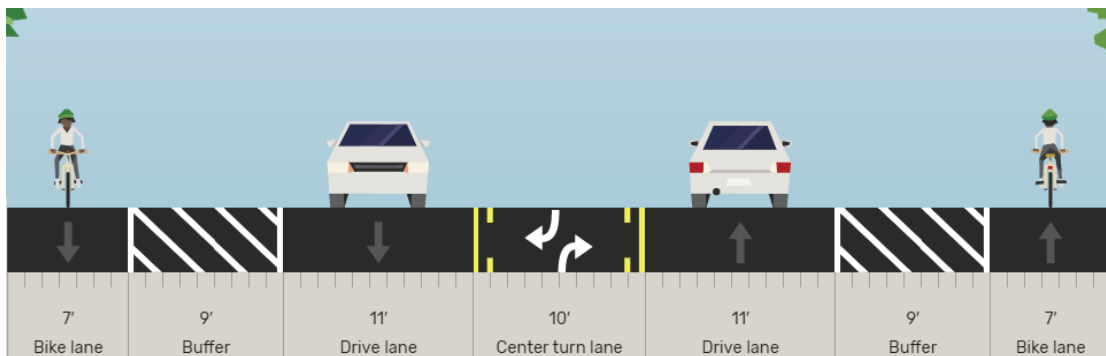


**Pre-2023 typical section*



** 2023 proposed typical section*

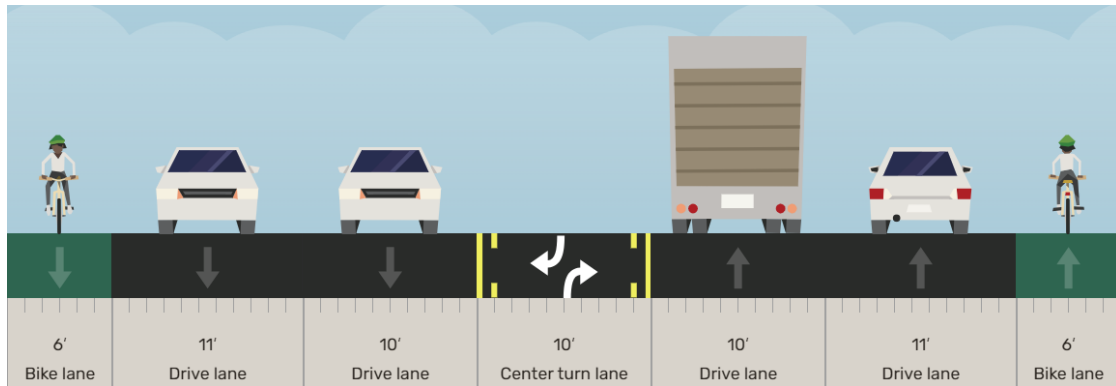
Staff hosted a community meeting at City Hall on May 4, 2023 to discuss the recommended striping changes. Residents provided comments and public testimony noting the on-street parking as the primary concern. Residents expressed concerns with safety, litter and noise if the City allowed on-street parking. Staff recommended refining the design based on community comments and presenting the below revised concept at another community workshop.



** 2023 proposed typical section based on community input*

Staff presented the concepts to Council on April 27, 2023. The lane reduction was not supported and Council rejected the proposed design with or without parking.

Associated Road between Yorba Linda Boulevard to Imperial Highway was repaved and restriped in the summer of 2023. The lane configuration was maintained; however, staff enhanced the bike lane with green paint at conflict zones and pavement markings to better delineate the bike lane from drive lanes. **All traffic control is compliant with current industry standards.**



** Existing typical section*

NOTE: Staff presented the design to the Active Transportation Committee (ATC) and Transportation & Circulation Commission (TCC) for review and comment in March 2023.

What We're Doing

The City has partnered with the City of Yorba Linda on a Traffic Signal Synchronization Program (TSSP) project along Yorba Linda Boulevard throughout the cities of Fullerton and Yorba Linda. The project is currently in the construction phase; below are traffic signal improvement at Associated Road and Yorba Linda Boulevard.

- Hybrid video/radar detection system
- Bicycle detection
- Red light running detection (red extend)
- Leading pedestrian interval (LPI)
- Traffic signal controller upgrade
- Update signal timing including revising yellow time, all-red time, bicycle timing, and updated pedestrian timing
- CCTV camera with analytics
- LED lighting upgrades to brighten intersection
- APS ped system update
- Fiber optic communication upgrade

Additional Recommended Improvements

Staff reviewed the area for potential improvements along Associate Boulevard from Yorba Linda Boulevard to Bastanchury Road. Below are recommended improvements:

Enhance Bike Facility

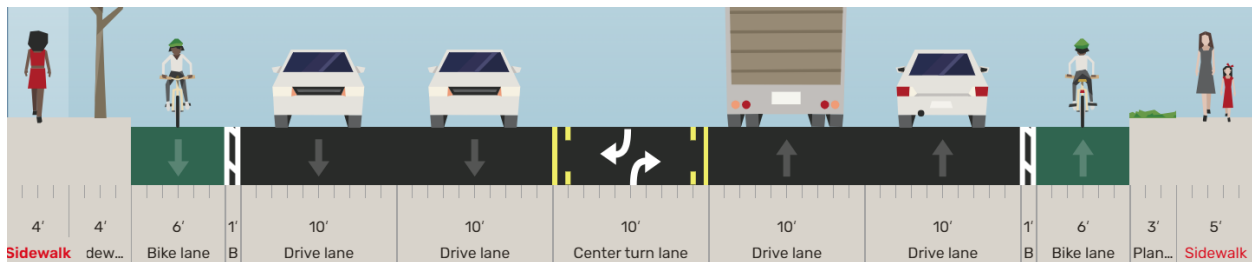
Caltrans released Design Information Bulletin 89-02 in February 2022, which provides standard and guidance for Class IV Separated Bikeways. A Class IV bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the through

vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, raised curb, or on-street parking.

Various separated bikeway/cycle track design criteria are in use around the world and the United States. California and local laws/ordinances need to work together. The DIB 89-02 establishes design guidance and criteria to facilitate consistent user expectations. Best practices from cities, states and countries currently operating separated bikeways were used to formulate the guidance and design criteria for the State of California.

Unfortunately, the right-of-way is limited along Associated Road and a Class IV in not recommended without a lane reduction, which is not recommend due to the current traffic volumes.

A feasible, cost-effective option is to install a 1-foot buffer between the existing bike lanes and #2 drive lanes (see below). This option is relatively inexpensive and can be completed quickly with programmed CIP funds. The #2 lane width would be reduced from 11-feet to 10-feet.



Intersection Modifications at Associate Road/Yorba Linda Boulevard

The intersection of Associated Rd and Yorba Linda Blvd has protected northbound/southbound left turn phasing and split phasing for eastbound/westbound. There are existing crosswalks on the north, south, and west leg. Below are recommended improvements:

- Stripe a cat-track for southbound left turn to help guide that movement through the intersection.
- Install an enhanced detection system that utilizes AI technology to identify near misses and illegal activity (crossing outside of the crosswalk, wrong direction drivers/bikers /scooters, etc.)

Intersection Modifications at Milton Avenue/North Creek Lane

Stripe continental crosswalks on the east and west leg of Associated Road and Milton Avenue/ North Creek Lane. We will also consider extending the bike lane conflict striping in this area to bring more visibility for both bike and vehicles while traversing the intersections.



For Reference - Citywide Traffic Safety Initiatives:

Traffic safety is crucial to protect lives, prevent injuries, and reduce collisions. It promotes responsible behavior among drivers, pedestrians, and cyclists, ensuring smoother transportation. Continuous monitoring and improvements to public infrastructure helps fostering a safe and efficient environment for all road users.

Public Works staff presented traffic safety initiatives to City Council in February 2023 and provided an update in February 2024 and May 2025. The update included citywide collision statistics, initiatives on traffic signal timing & street lighting upgrades, school safety assessments/improvements, Local Road Safety Plans/Highway Safety Improvement Program grants, Safe Streets & Road for All grant, project specific grants (Nutwood Avenue ATP & Harbor Boulevard Complete Streets), NextSTEP partnership with OCTA, walkability audits, & PD traffic enforcement.

Attachments:

- Attachment 1 – PowerPoint Presentation
- Attachment 2 – Traffic Safety Initiatives Memo

cc: Interim City Manager Eddie Manfro