



# ***Agenda Report***

## ***Fullerton City Council***

**MEETING DATE:** AUGUST 6, 2019

**TO:** CITY COUNCIL / CITY MANAGER

**SUBMITTED BY:** KENNETH A. DOMER, CITY MANAGER

**PREPARED BY:** MEG McWADE, PUBLIC WORKS DIRECTOR  
DAVID LANGSTAFF, TRAFFIC ENGINEERING ANALYST

**SUBJECT:** TRUSLOW PARK NEIGHBORHOOD – INSTALLATION OF  
ADDITIONAL TRAFFIC STOP CONTROL

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### **SUMMARY**

Consideration of a Transportation & Circulation Commission (T&CC) recommendation to install additional stop control at various locations within the Truslow Park neighborhood, see Exhibit "A" (Attachment 1).

### **RECOMMENDATION**

Adopt Resolution No. 2019-XX.

RESOLUTION NO. 2019-XX – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, AUTHORIZING THE INSTALLATION OF ADDITIONAL STOP CONTROL AT VARIOUS INTERSECTIONS WITHIN THE TRUSLOW PARK NEIGHBORHOOD

### **PRIORITY POLICY STATEMENT**

This item matches the following Priority Policy Statement/s:

- Infrastructure and City Assets.

### **FISCAL IMPACT**

Minimal costs associated with the installation of necessary signing.

### **DISCUSSION**

Staff received a request from several residents of the Truslow Park Neighborhood requesting stop signs at the intersection of Truslow Avenue and Lawrence Avenue.

The primary justification for the installation of stop signs at an intersection is based on guidelines established in the California Manual of Traffic Control Devices (CAMUTCD). The CAMUTCD states that stop signs should be installed when specific guidelines are met, where the volumes of traffic on the intersecting roads are equal and in a manner that minimizes the number of vehicles having to stop. Stop signs are not to be used to control vehicle speeds. As such, the following criterion is considered when evaluating the need for additional stop control:

- A collision problem, as indicated by five or more reported collisions in a 12-month period that are susceptible to correction by 4-way stop control.

*A review of accident history of this location indicated that there were no collisions susceptible to correction. This portion of the warrant is not satisfied.*

- The minimum vehicular volume entering the intersection from the major street approaches shall average at least 300 vehicles per hour for any eight hours of an average day.

*The average volume entering the intersection from the major street was 46 vehicles per hour. This portion of the warrant is not satisfied.*

- The minimum combined vehicular, pedestrian and bike volume entering the intersection from the minor street approaches shall average at least 200 units per hour for the same eight hours, with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

*The combined average volume entering the intersection for the minor street was 37 vehicles per hour. There is no delay when attempting to traverse the intersection. This portion of the warrant is not satisfied.*

Based on traffic volumes and accident history, the minimum guidelines for the installation of a two-way stop is not satisfied at this location. Although this particular intersection does not satisfy the standard minimum guidelines for the installation of stop signs, other factors such as professional judgment and / or the need to minimize “potential” vehicle / pedestrian conflicts may be considered.

In observing conditions, traffic patterns, and activity at the intersection, Staff witnessed significant pedestrian activity at Truslow Park, as well as along the adjacent sidewalk on Truslow Avenue. In addition, there is no sidewalk adjacent to the park on either Lawrence Avenue or Walnut Avenue which results in pedestrians having to walk in the street.

It should also be noted that the park’s entrance is less than ten feet from the street. As such, there is concern that children may be exposed to an increased likelihood of conflict with a moving vehicle. The conclusion and professional opinion of Staff is that the presence of stop signs on Truslow Avenue would help in reducing the approach speed to the intersection in front of the main entrance and area where parents congregate, effectively improving public safety adjacent to the park.

In conducting the study, Staff also considered conditions at all remaining intersections within the immediate neighborhood, as shown in Exhibit “A” (Attachment 1). Staff found inconsistencies with existing installations of stop signs at “T” intersections. Staff also

recognized that several intersections would be better served with the addition of stop control when assigning right-of-way or improving sight distance.

Based on observation and professional engineering judgement, Staff recommends that, in addition to the intersection of Truslow Avenue and Lawrence Avenue, additional stop control be installed at the following intersections (see Attachment 2):

1. Walnut Avenue and Lawrence Avenue - northbound direction as a result of impaired visibility.
2. Ash Avenue and Lawrence Avenue - eastbound direction to control right-of-way at a “t” intersection.
3. Elm Avenue and Lawrence Avenue – eastbound / westbound direction as a result of an offset intersection and right-of-way indecision.
4. Rosslynn Avenue and Lawrence - southbound direction to control right-of-way at a “t” intersection.
5. Elm Avenue at Newell, Newkirk and Balcom Avenue – to control right-of-way at a “t” intersection.
6. Balcom Avenue at Patterson and Truslow Avenue - southbound and northbound directions to control right-of-way at a “t” intersection.

Although the ten locations fail to meet State guidelines, installation of the aforementioned stop signs will provide uniform stop control signing within the neighborhood and improve public safety. Staff’s recommendation also received support from the Fullerton Parks & Recreation Department.

This request was considered and approved at the T&CC meeting of July 1, 2019. A copy of the T&CC Staff Report (Attachment 3) is included for City Council’s reference.

Attachments:

- Attachment 1 – Resolution No. 2019-XX with Exhibit “A”
- Attachment 2 – Vicinity Maps
- Attachment 3 – T&CC Staff Report (without attachments)