



Agenda Report

Fullerton City Council

MEETING DATE: NOVEMBER 16, 2021

TO: CITY COUNCIL / CITY MANAGER

SUBMITTED BY: STEVE DANLEY, ACTING CITY MANAGER

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

SUBJECT: TRAFFIC SAFETY ENHANCEMENTS - ASH AVENUE
AND MALDEN AVENUE NEIGHBORHOOD

SUMMARY

Consideration of a Transportation and Circulation Commission (TCC) recommendation to install additional stop control at various locations within the Ash Avenue and Malden Avenue neighborhood.

RECOMMENDATION

Adopt Resolution No. 2021-XX.

RESOLUTION NO. 2021-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 ASH AVENUE AND MALDEN AVENUE NEIGHBORHOOD

PRIORITY POLICY STATEMENT

This item matches the following Priority Policy Statement/s:

- Infrastructure and City Assets
- Public Safety.

FISCAL IMPACT

The Fiscal Year 2021-22 Adopted Operating Budget includes adequate appropriation for the minimal costs associated with installation of the necessary recommended signing and striping.

DISCUSSION

Background

Staff received complaints of elevated vehicle speeds on several streets within the Malden Avenue / Ash Avenue neighborhood; bordered by Valencia Drive to the north, Highland Avenue to the west, Hill Avenue to the south and Harbor Boulevard to the east. Staff conducted a review evaluating prevailing vehicle speeds, traffic volume counts, intersection sight visibility, pedestrian and bicycle activity and traffic sign and pavement marking conditions and conducted a five-year historical accident.

Highland Avenue has posted 30 mph speed limit signs with accompanying speed limit pavement markings and electronic “Radar Speed Feedback” signs in each direction. Valencia Drive has a prima facie speed limit of 25 mph. However, that street does not have speed limit signs currently posted. While the law does not require posting prima facie speed limits on residential streets, the City installed 25 mph speed limit signs with supplemental speed limit pavement markings on Valencia Drive in order to heighten motorist awareness of the 25 mph speed limit on Valencia Drive between the traffic signals at Harbor Boulevard and Highland Avenue. The City also installed Speed Radar Feedback signs on Highland Avenue between Valencia Drive and Orangethorpe Avenue with the same purpose.

Recommended safety enhancement of the Ash Avenue and Malden Avenue Neighborhood.

Results of the traffic volume and speed surveys conducted indicated that the streets within the neighborhood experience traffic flows and speeds consistent with other similarly configured neighborhoods in the City. The 85th percentile speed is commonly referred to as the highest reasonable and comfortable travel speed for prevailing conditions. Staff generally found measured 85th percentile speeds within the neighborhood under the 25 mph speed limit, except along a portion of Malden Avenue and along Hill Avenue where the 85th percentile speeds equaled 30 mph and 26 mph, respectively. Measured traffic volumes on the streets within the neighborhood averaged between 389 and 694 vehicles per day, which is normal and reasonable for two-lane residential streets arranged in a grid pattern. Exhibits C-1 and C-2 (Attachment 2) outline the traffic volume and speed data gathered.

In reviewing sight distance conditions at various intersections in the neighborhood, staff determined that the intersection has generally sufficient motorist visibility of cross traffic to reasonably traverse the neighborhood streets. However, staff did observe instances where vehicles parked within the curb return or too close to the corner impede motorist sight distance of conflicting traffic, pedestrians and bicyclists. Some corners in the neighborhood already have red zones installed to better define where motorists should not park, thus addressing safety concerns at those locations. The City Traffic Engineer recently issued a work order, as authorized by the Fullerton Municipal Code, to install similar corner red zone treatments at 23 additional corners within the neighborhood. Exhibits D-1 and D-2 (Attachment 3) outline the specific corners identified to receive new red zones to increase sight visibility.

Staff also reviewed existing traffic and parking control signs within the neighborhood and found them generally in good condition, visible and posted appropriately. In

reviewing pedestrian and bicycle activity and safety, staff discovered that the neighborhood experiences a significant amount of foot traffic. Each of the neighborhood streets have sidewalks on both sides and access ramps provided at intersections. Those intersections located on Suggested Routes to School have the new yellow continental-type crosswalk markings, along with the latest fluorescent yellow-green pedestrian crossing warning signs. Furthermore, the intersections of Harbor Boulevard / Valencia Avenue and Harbor Boulevard / Southgate Avenue have ladder-type crosswalk markings which the City will upgrade to the new continental-type crosswalk markings as a part of a future pavement rehabilitation project.

In observing physical conditions, traffic flow and activity at the intersections within the neighborhood, staff observed that many motorists do not fully yield the right-of-way to through traffic at “T” intersections. Failure to yield increases the risk of a crash between vehicles, pedestrians and cyclists. In recent years, the City has begun installing “STOP” controls on the discontinuous approaches at “T” intersections to positively assign right-of-way and enhance intersection safety. The City Traffic Engineer recommends applying this same “T” intersection stop control installation practice within this neighborhood. This change in traffic controls will also provide for a more pedestrian and cyclist-friendly environment for a neighborhood that already has significant walking and cycling activity.

Staff also evaluated motorist behavior at the traditional four-way intersections. As a result of staff observations of right-of-way violations, traffic speeds and compromised visibility of pedestrians and conflicting traffic, the City Traffic Engineer recommends the upgrade of three two-way stop intersections to four-way stop intersections and the installation of one new two-way stop within the neighborhood. In addition to new stop control at the various “T” intersections within this neighborhood, the City Traffic Engineer recommended adding stop controls at the following intersections:

1. Malden Avenue and Ash Avenue (new four-way stop control)
2. Malden Avenue and Rossllyn Avenue (new four-way stop control)
3. Malden Avenue and Knepp Avenue (new four-way stop control)
4. Ash Avenue and Tamarack Avenue (new two-way stop control).

Lastly, a review of collision records for the neighborhood did not reveal a pattern or specific concentration of collisions in one area that would suggest the need for immediate action. However, the collision review did reveal that the neighborhood experiences a little more than one reported crash per month on average. The majority of those occurring in the neighborhood involved errant vehicles striking parked cars.

Adding the recommended additional stop controls and red zones should calm the traffic flow within the neighborhood and become more regimented, which will likely result in fewer parked car crashes and a better environment for walking and biking.

Several neighbors spoke in support of the additional controls at the Transportation and Circulation Commission meeting and the Commission voted unanimously to approve staff’s recommendation. Staff included a copy of the TCC Staff Report (Attachment 4) for reference.

Attachments:

- Attachment 1 - Resolution No. 2021-XX
- Attachment 2 - Exhibits "C-1" and "C-2"
- Attachment 3 - Exhibits "D-1" and "D-2"
- Attachment 4 - TCC Staff Report