Memorandum

DATE: March 21, 2016
TO: Members, Board of Supervisors
FROM: Shane L. Silsby, Director of OC Public Works
SUBJECT: Follow Up Information – Agenda Item #S25B

During the March 15, 2016 meeting, the Board of Supervisors continued consideration of Recommendation #3 of Item 10 titled, “Traffic Committee Meeting from January 2016 Meeting.” This action requested approval of the Orange County Traffic Committee Report – Item C, to maintain a Two-Way Stop Control at the intersection of Jackson Street and Bishop Avenue in the unincorporated area of Midway City. Vehicle traffic on Bishop Avenue stops at a Two-Way Stop. The information below outlines research conducted and additional information collected by OC Public Works staff for the subject intersection.

TWO-WAY STOP CONTROL
The Two-Way Stop Control evaluation was originally conducted by County staff and approved by the OC Traffic Committee (Committee) on December 21, 1984 in response to a request and petition from the area residents.

CRITERIA FOR TWO-WAY STOP CONTROL
The intersection did not (and currently does not) meet the vehicular traffic volume threshold for a Two-Way Stop Control on Jackson Street of 6,000 vehicles per day. However, the criteria used for the installation was the restricted view that existed requiring road users to stop in order to adequately observe conflicting traffic on the through street. Placement was determined by stopping minor street traffic. This decision was supported by the prior City Engineer for the City of Westminster.

BACKGROUND & PUBLIC INPUT ON ALL-WAY STOP REQUESTS
• On April 15, 2004 the Committee first considered a request for an All-Way Stop initiated by Elmore Toyota. There is no documented evidence of any other community support for this request. The Committee deferred the decision to a future meeting.
• On June 14, 2004 the Committee reconsidered the request, this time initiated by the City of Westminster on behalf of Elmore Toyota. There is no documented evidence of any other community support for this request other than statements made by the requester regarding public and employee concerns. The Committee did not approve the request.
• On January 18, 2006, OC Public Works staff re-assessed the intersection for installation of an All-Way Stop at the request of Elmore Toyota. The All-Way Stop Control warrants were not satisfied at that time. There is no documented evidence of any other community support for this request.
• On June 27, 2006, OC Public Works staff re-assessed the intersection for installation of an All-Way Stop at the request from a constituent. The All-Way Stop Control warrants were not satisfied at that time.
• On October 15, 2015 the Committee reconsidered again the request for an All-Way Stop initiated by the City of Westminster on behalf of Elmore Toyota. The All-Way Stop Control warrants were not satisfied at that time. There is no documented evidence of any other community support for this request.
• On January 21, 2016 the Committee reheard the October 2015 item request for an All-Way Stop initiated by the City of Westminster on behalf of Elmore Toyota. The All-Way Stop Control warrants were not satisfied and the Committee again recommended maintaining the existing Two-Way Stop Control at the intersection.

COLLISION HISTORY
Between September 30, 2010 and September 30, 2015, a period of five (5) years, there were no reported collisions at the intersection. The CA Manual of Uniform Traffic Control Devices warrants require a minimum of five (5) collisions in a 12-month period.

Subsequent to the October Committee meeting, as part of the Committee’s January 2016 Public Input period of the hearing, California Highway Patrol informed the Committee members about a traffic collision that occurred at the intersection a week after the October 2015 Committee meeting. This collision was not included in the collision portion of the analysis, but was caused due to a motorist running the existing stop sign on Bishop Avenue.

PREVAILING SPEEDS
The following additional speed data was collected for a 48-hour period from March 16, 2016 to March 17, 2016:
• The prevailing speed (85th percentile) on Jackson Street south of Bishop Avenue is 33 miles per hour and the average speed is 24 mph.
• The prevailing speed (85th percentile) on Jackson Street north of Bishop Avenue is 29 miles per hour and the average speed is 22 mph.

ACTION PLAN
OC Public Works staff will continue monitoring vehicular speeds on Jackson Street and, with the collaboration of the California Highway Patrol and the City of Westminster, will recommend traffic calming measures as appropriate on Jackson Street to reduce the prevailing speed of traffic.

If you have any questions regarding this item, please contact me by phone at (714) 667-9700 or by e-mail at Shane.Silsby@ocpw.ocgov.com.

cc: Frank Kim, County Executive Officer
    Mark Denny, Chief Operating Officer
    Robin Stieler, Clerk of the Board