



Board of Supervisors

Memorandum

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CLERK OF THE BOARD
DEAN C. LIND
75111 15TH AVENUE
DOWNEY, CA 90241-1501

November 28, 2022

To: Clerk of the Board

From: Supervisor Lisa Bartlett, 5th District

Subject: Add Supplemental Agenda Item to the December 6, 2022, Board Agenda—
Approve Traffic Committee Report for November 2022 Meeting

#526C

Please place a supplemental item of business on the December 6, 2022, Board meeting agenda to:

1. Find the project is categorically exempt from CEQA, Class 1 (Existing Facilities) pursuant to CEQA Guidelines, Section 15301.
2. Approve the Orange County Traffic Committee Report of November 17, 2022 - Item A.
3. Adopt a Resolution to establish a traffic signal control at the intersection of Oso Parkway and Coto de Caza Drive.

Background

At the November 17, 2022, Orange County Traffic Committee (Committee) meeting the following item was agendized and discussed:

Item A (Traffic Signal on Oso Parkway and Coto de Caza Drive)

On September 1, 2022, an eight-year-old boy was fatally struck while walking in the crosswalk at the intersection of Coto de Caza and Oso Parkway. A community meeting was held on September 13, 2022 during which time residents suggested that traffic conditions at this intersection could be improved.

In response to the community's suggestions and concerns, my office requested OC Public Works to conduct a traffic investigation at the intersection of Oso Parkway and Coto de Caza Drive to thoroughly explore all possible mitigation alternatives. The investigation concluded that installing a traffic signal control at the intersection was justified and appropriate.

On November 17, 2022, the Orange County Traffic Committee unanimously recommended (5-0-1) the installation of a traffic signal control at the intersection of Oso Parkway and Coto de Caza Drive to help improve traffic safety for all roadway users traveling within the intersection.

Compliance with CEQA: The proposed project is Categorical Exempt (Class 1) from the provision of CEQA pursuant to Section 15301, because it allows for the maintenance of existing streets involving no expansion of existing use.

FINANCIAL IMPACT:

Appropriations and revenue for the cost to design the traffic signal control will be funded through American Rescue Act funds provided by the Fifth Supervisorial District. The first phase of the project is the preparation of the Plans, Specifications and Estimate and is expected to cost \$90,000. The appropriation and revenue were unknown during the budget development process and will be included in OC Road, Fund 115 in FY 2022-23. Construction costs are anticipated to be included in OC Road, Fund 115 in the budgeting process for FY 2023-24.

STAFFING IMPACT:

N/A

ATTACHMENT(S):

Attachment A – Orange County Traffic Committee Meeting Agenda November 17, 2022

Attachment B – Orange County Traffic Committee Meeting Report - Item A

Attachment C – Resolution



Supervisor Lisa Bartlett, 5th District



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ORANGE COUNTY TRAFFIC COMMITTEE: AGENDA

Thursday, November 17, 2022 9:00 a.m.

County Administration South, Building 16, Multipurpose Room 103
601 N. Ross Street, Santa Ana, CA 92701

Committee Representation:

California Department of Transportation

California Highway Patrol

Vacant

Orange County Sheriff's Department

Orange County Transportation Authority

Orange County Public Works (Operations & Maintenance)

Orange County Public Works (Traffic Engineering)

INTRODUCTIONS

AGENDA ITEMS

A. Traffic Signal on Oso Parkway and Coto de Caza Drive, Coto de Caza, District 5

- STAFF PRESENTATIONS
- PUBLIC DISCUSSIONS
- COMMITTEE DISCUSSIONS AND RECOMMENDATIONS

PUBLIC AND COMMITTEE COMMENTS ON OFF-AGENDA ITEMS

MEETING ADJOURNMENT

NEXT SCHEDULED MEETING: Thursday, December 15, 2022

To participate in the meeting remotely, please join the meeting at:

Link: <https://ocpublicworks.com/ocpwmeetingnovember17>

Meeting ID: 2478 467 4833

Password: XpNnAksb353

Dial by Phone: +1-415-655-0001

Access Code: 2478 467 4833

To minimize a public gathering and protect public health during the COVID-19 pandemic, the Orange County Traffic Committee will be accepting public comments to be presented during the Public Discussion section of the meeting. Please submit your comments via email to Denise.Esguerra@ocpw.ocgov.com by 5:00 p.m. November 14, 2022.

All supporting documentation is available for public review in the office of Traffic Engineering located in the County Administration South Building, 601 N. Ross St., Room 336A, Santa Ana, 92701 during regular business hours, 8:00 a.m. - 5:00 p.m., Monday through Friday. Telephone: 714-647-3999.

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: November 17, 2022 ITEM A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Traffic Signal Control

LOCATION: Oso Parkway and Coto de Caza Drive
TB 923-B5

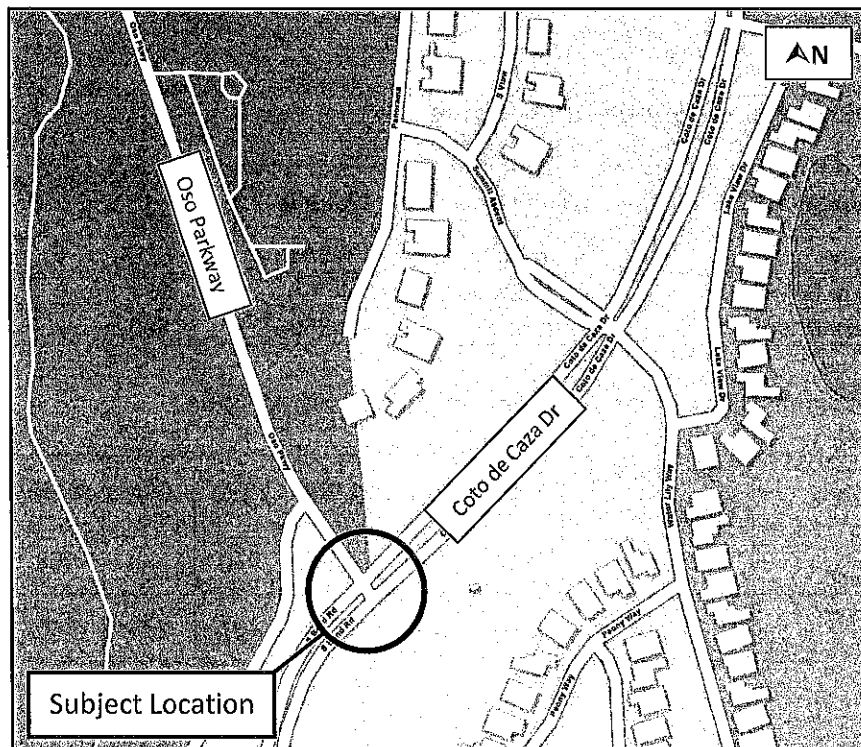
INITIATED BY: Coto de Caza Community

INVESTIGATOR: Denise Esguerra

REQUEST: Traffic Signal on Oso Parkway and Coto de Caza Drive

DATA:

LOCATION MAP



COMMITTEE REPORT OF: November 17, 2022

ITEM A

EXISTING CONDITIONS

Oso Parkway is an east-west, 64-foot wide Secondary Arterial Highway with two travel lanes and a bike lane in each direction. The roadway is separated by a centerline striping; and is fully improved with curb, gutter and sidewalk. A "Stop Ahead" flashing beacon and markings are installed about 350-feet west of the intersection. Parking is prohibited on both directions. The posted speed limit on Oso Parkway is 55 miles per hour. Oso Parkway forms a T-intersection with Coto de Caza Drive/South Bend Road.

Coto de Caza Drive/South Bend Road is a north-south, 78-foot wide roadway with one lane in each direction. The roadway is separated by a 14-foot raised median; and is fully improved with curb, gutter and sidewalk. Parking is prohibited on both directions and there is no posted speed. Both streets are privately owned by CZ Master Association.

The T-intersection of Oso Parkway and Coto de Caza Drive is controlled by an all-way stop. It is one of the two main entrances/exits to the community. White, ladder-type crosswalks are installed on the north and the west sides of the intersection. Currently, two crossing guards are assigned to help students cross the street during morning and afternoon peak hours. The intersection is maintained by Orange County.

TRAFFIC VOLUMES**Table 1: 24 Hour Volumes: Entering Intersection**

Date: 10/20/2022

Location	Direction	Volume	Peak Hour Volume	
			AM	PM
Oso Parkway	Eastbound	6,644	1317	1135
Coto de Caza Drive	Northbound	4,768	931	851
Coto de Caza Drive	Southbound	2,860	569	484

Table 2: Traffic Signal Warrant No. 1 – Eight Hour Vehicular Volume

Date: 10/20/2022

Approach Lanes	Min. Volume Requirements	7 AM	8 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
Oso Pkwy (Major Street)	420	422	513	484	510	595	468	531	486
Coto de Caza Dr (Minor, Highest Approach)	105	336	406	336	361	436	330	364	318

COMMITTEE REPORT OF: November 17, 2022

ITEM A

Table 3: Traffic Signal Warrant No. 2 – Four Hour Vehicular Volume (70% Factor)

Date: 10/20/2022

Approach Lanes	7 AM	8 AM	2 PM	3 PM
Oso Pkwy (Major Street)	422	513	510	595
Coto de Caza Dr (Minor, Highest Approach)	336	406	361	436
All plotted points fall above the curves in MUTCD in Figure 4C-1 (Urban Areas)			No	
All plotted points fall above the curves in MUTCD in Figure 4C-2 (Rural Areas)			Yes	

ACCIDENT DATA

Between October 2017 and October 2022, there are 6 reported accidents at the intersection of Oso Parkway and Coto de Caza Drive, two of which are due to driving under the influence, one due to lane change, one due to the vehicle hitting an object, and one due to unsafe starting/backing. The latest accident took place on September 1, 2022, and was a fatal collision involving a pedestrian.

ANALYSIS

On September 1, 2022, an eight-year-old student was hit and killed in the crosswalk on Coto de Caza Drive by a left-turn vehicle coming from Oso Parkway while walking his bike heading west. The incident occurred around 7:25 am during the morning peak hour. Two crossing guards were assigned at the intersection from 7:15 am to 8 am, one for each crosswalk to assist students crossing the streets. However, neither of them was present at the time of the incident. The T-intersection also has all-way stop control and it is unclear whether the driver had failed to comply. Although according to the driver, he did not see the pedestrian in the crosswalk on Coto de Caza because his vision was impaired by the sunlight from the east.

During a community meeting on September 13, 2022, which the District Supervisors and OCPW Traffic Engineers attended, residents raised multiple concerns at this intersection such as vehicles rolling through the stop signs and drivers not properly respecting the right-of-way at the intersection.

In response to the community as well as the District Supervisor's request, OC Public Works (OCPW) Traffic Engineering (Staff) conducted a safety investigation at the intersection of Oso Parkway and Coto de Caza Drive to thoroughly explore all possible mitigation alternative including the installation of a traffic signal. According to California Manual of Uniform Traffic Control Devices (CA MUTCD), traffic signal warrants are based on vehicular volumes, collision history, pedestrian volumes and other criterion. While the satisfaction of a traffic signal warrant or warrants does not in itself require the installation of a traffic control signal, it is commonly used as justification for traffic signal installation. Based on Staff's analysis, two signal warrants

COMMITTEE REPORT OF: November 17, 2022

ITEM A

were met for this location: the Eight-Hour Vehicular Volume (Condition A – Minimum Vehicular Volume) and the Four-Hour Vehicular Volume.

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Since the major street has a posted speed of 55 mph, the "Rural" condition was applied. The warrant requires at least 420 vehicles per hour on both approaches of the major street and 105 vehicles per hour for the highest approach of the minor street for each of any eight hours of an average day. The measured traffic volumes met and exceeded this criterion as shown in Table 2.

The Four-Hour Vehicular Volume is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. To satisfy the warrant, it requires that for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street and the corresponding vehicles per hour on the minor street all fall above the applicable curve from the warrant's graph. Since the posted speed on the major street exceeds 40 mph, the 70% Factor graph was used. The measured traffic volumes were all plotted above the curve and therefore met the warrant as shown in Table 3.

During AM and PM peak hours field observation, Staff noticed that some drivers hesitate to enter the intersection due to confusion of right-of-way allocation, and some drivers stop in the middle of the intersection to wait for pedestrians to cross the street. Staff also noticed that the sun glare can hinder driver's sight when approaching Coto de Caza Drive from Oso Parkway as described by the driver who caused the last incident.

As a result of this safety investigation, Traffic Engineering recommends the installation of a traffic signal at the intersection of Oso Parkway and Coto de Caza Drive.

PUBLIC COMMENTS AND INPUT

All members of the public are in support of the traffic signal installation. Two board members of CZ Master Association expressed that many drivers traveling eastbound from Oso Parkway speed and fail to stop at the intersection, which often causes them to drive into the wall. He mentioned that the community pays for enforcement from the California Highway Patrol since the OC Sheriff's Department service is lacking. He also inquired about speed bumps on Oso Parkway.

A resident of Coto de Caza provided a handout with information regarding the accident on September 1, 2022. She included a list of traffic violations that occurred at the intersection during her observation such as drivers rolling through stop signs and crosswalks to turn. She believes that the sun glare during the morning peak hour is a common issue and will cause more accidents. She supports the traffic signal installation.

COMMITTEE REPORT OF: November 17, 2022

ITEM A

Another resident of Coto de Caza agrees with Staff's observations regarding the confusion of right-of-way allocation at the intersection and supports the traffic signal installation.

The last resident joined the meeting is also in support of the traffic signal. He stated that there is a lack of traffic enforcement inside of the community as well.

TRAFFIC COMMITTEE DISCUSSION

The Committee representative from Caltrans asked if a roundabout option was considered. Staff explained that the County right-of-way is limited and that a traffic signal is more pedestrian friendly than a roundabout. The Committee representative from Orange County Sheriff's Department asked about any advanced warning signs on Oso Parkway. Staff responded that there is an existing "Stop Ahead" flashing beacon on Oso Parkway approaching the intersection and the Chairman of the Board (Chairman) mentioned that the existing beacon can be modified if the proposed traffic signal is approved.

The Chairman made a motion to move forward with the recommendation. The motion was approved by all five Committee members who attended the meeting unanimously.

RECOMMENDATION

Install a traffic signal at the intersection of Oso Parkway and Coto de Caza Drive.

BOARD ACTION NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.
2. By resolution, establish a traffic signal control at the intersection of Oso Parkway and Coto de Caza Drive.

**RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA**

December 6, 2022

WHEREAS, on November 17, 2022, the Orange County Traffic Committee held a meeting to consider agenda item to address traffic safety; and

WHEREAS, the agenda item discussed by the Committee was to establish a traffic signal control at the intersection of Oso Parkway and Coto de Caza Drive; and the Committee prepared a report of its findings and recommendations for transmittal to the Board of Supervisors for action,

NOW THEREFORE, BE IT RESOLVED that this Board does hereby:

1. Approve the Orange County Traffic Committee Report of November 17, 2022 – Item A.
2. Establish traffic signal control at the intersection of Oso Parkway and Coto de Caza Drive.