GARDEN GROVE DOWNTOWN BUSINESS ASSOCIATION

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October 15, 2009

Traffic Commission
City of Garden Grove
11222 Acacia Parkway
Garden Grove, CA 92842

To whom it may concern,

The following issues relating to traffic and signage on Main Street were brought before the Main Street Parking Commission by the Garden Grove Downtown Business Association. As these issues are now dealt with by the Traffic Commission I am asking you to place these items on your agenda.

1, Increasing the speed limit from 15 to 25 mph so that law enforcement can issue speeding citations. It is my understanding by DMV ordinances and state law, citations cannot be issued for speeds under 25 mph.

2. The placement of a stop sign at the center parking lot cross walk to slow the speed of traffic, especially southbound.

3. The placement of speed tables or rumble strips at each end of the street crosswalks to further slow the excessive speeds of traffic on Main Street.

4. Replacing the One hour parking signs with Two hour signs enabling diners and Main Street patrons to enjoy their visit at leisure. Current signs discourage first time visitors from parking on Main Street for an extended lunch or dinner..

As President of the GGDBA, I thank you for addressing these concerns.

Sincerely,

Peter Katz, President of GGDBA
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Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the stop control may be improved by the installation of an additional STOP sign on the left side of the road and/or the use of a stop line. At channelized intersections, the additional STOP sign may be effectively placed on a channelizing island.

Support:

Figure ~~2A-2~~ 2A-2(CA) shows examples of some typical placements of STOP signs.

Standard:

When a required stop is to apply at the entrance to an intersection from a one-way street with a roadway of 9.1 m (30 ft) or more in width, stop signs shall be erected both on the left and the right sides of the one-way street at or near the entrance to the intersection. Refer to CVC 21355.

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:
   1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
   2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
   3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.