AGENDA

City Traffic Commission

December 10, 2025

5:30 PM Regular Session

City Council Chamber
300 E. Chapman Avenue
Orange, CA 92866

Larry Tay
City Traffic Engineer

Kirsten Shea
Sr. Assistant City Attorney

Francisco Vasquez
Administrative Assistant

ADAM FELIZ
Chair

A.J. RICCI
Vice Chair

JOSEPH BARBEITO
Commissioner

MATT HAMILTON
Commissioner

SEIMONE JURJIS
Commissioner

SEAN CHAVARRIA
Commissioner

DOUGLAS REDDING
Commissioner

Welcome to the City of Orange Traffic Commission Meeting. Regular meetings of the Traffic Commission are held bi-monthly on the second Wednesday of even numbered months at 5:30 p.m.

Agenda Information

The agenda contains a brief general description of each item to be considered. The agenda and supporting documentation is typically available after 4:00 p.m. on the Thursday prior to the Traffic Commission meeting on the City's website at www.cityoforange.org, at the Public Works Department located at 300 E. Chapman Avenue, and at the Main Public Library located at 407 E. Chapman Avenue. Written materials relating to an item on the agenda that are provided to the Traffic Commission after agenda packet distribution and within 72 hours before it is to consider the item will be made available for public inspection in the City Clerk's Office located at 300 E. Chapman Avenue, Orange, during normal business hours; at the Traffic Commission meeting; and made available on the City's website.

Public Participation

Traffic Commission meetings may be viewed on Spectrum Cable Channel 3 and AT&T U-verse Channel 99 or streamed live and on-demand on the City's website at www.cityoforange.org.

Pursuant to Government Code Section 54954.3, members of the public may address the Traffic Commission on any agenda items or matters within the jurisdiction of the governing body by using any of the following methods:

1) In-person Comments

To speak on an item on the agenda, complete a speaker card indicating your name, address, and identify the agenda item number or subject matter you wish to address. The card should be given to City staff prior to the start of the meeting. General comments are received during the "Public Comments" section at the beginning of the meeting. No action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker unless a different time limit is announced. It is requested that you state your name for the record, then proceed to address the Commission. All speakers shall observe civility, decorum, and good behavior.

2) Written Public Comments via eComment

Members of the public can submit their written comments electronically for the Traffic Commission's consideration by using the eComment feature on the Agenda page of the City's website at www.cityoforange.org. To ensure

distribution to the Traffic Commission prior to consideration of the agenda, we encourage the public to submit written comments by 3:00 p.m. the day of the meeting. All written comments will be provided to the Commissioners for consideration and posted on the City's website after the meeting.

Please contact the City Clerk's Office at (714) 744-5500 with any questions.

ADA Requirements: In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the Clerk's office at (714) 744-5500. Notification at least 48 hours in advance of meeting will enable the City to make arrangements to assure accessibility to this meeting.

REMINDER: Please silence all electronic devices while the Traffic Commission is in session.

DATE ACTIONS BECOME EFFECTIVE

The actions of the Traffic Commission shall be final within fifteen (15) days of that action unless:
• City, County, or State statutes require a specific City Council action or approval.
• A written appeal is filed with the Public Works Department within the fifteen (15) day period.
• Approved traffic improvements with a significant fiscal impact that have not been budgeted within the Capital Improvement Program require City Council approval.

APPEAL PROCEDURE

A written appeal of a Traffic Commission determination must be submitted to the office of the City Traffic Engineer within fifteen (15) calendar days of that Commission action, and clearly state the basis for the appeal and the error made by the Traffic Commission in reaching their decision. This appeal shall be accompanied by an initial deposit of $500.00; call Francisco Vasquez, Administrative Assistant, at (714) 744-5537 to prepare an estimate for you.

The City Clerk, upon filing of said appeal, will agendize your appeal as an informal hearing before the City Council within thirty (30) calendar days of receipt. All owners of property located within 300 feet of the project site will be notified of said hearing. For additional information, please call (714) 744-5525.

1. OPENING/CALL TO ORDER

1.1 PLEDGE OF ALLEGIANCE

Commissioner Matt Hamilton.

1.2 ROLL CALL

2. PUBLIC COMMENTS

Opportunity for members of the public to address the Traffic Commission on matters not listed on the agenda which are within the subject matter jurisdiction of the Commission, provided that NO action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker.

3. CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine by the City Traffic Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

3.1. Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on October 08, 2025.

Recommended Action:

Approve minutes as presented.

Attachments: Staff Report
October 08, 2025, Regular Meeting minutes

3.2. Reduce length, and ratify installation, of previously approved red curb along the east side of Canal Street, to serve Orange County Transportation Authority Bus Stop ID: 5309.

Recommended Action:

1. Reduce length of red curb approved by City Traffic Commission at their October 8, 2025, meeting, on the east side of Canal Street between Meats Avenue and Cumberland Road, from 350 feet to 100 feet.
2. Ratify installation of 100 feet of red curb.

Attachments: Staff Report
Area Map
Site Sketch
Notification Letter
October 08, 2025 CTC Report Without Attachments

4. NEW BUSINESS

4.1. Installation of 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

Recommended Action:

Approve 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

Attachments: Staff Report
Letter of Request
Area Map & Site Sketch
Notification Letter

4.2. Request to install speed cushions on Maple Avenue between Main Street and Batavia Street.

Recommended Action:

Consider the installation of speed cushions on Maple Avenue between Main Street and Batavia Street and forward the resulting recommendation to City Council.

Attachments: Staff Report
Area Map
Tenative Speed Cushion Location Map
Speed Cushion Information Sheet
Notification Letter

4.3. Discussion of potential traffic modifications and safety enhancements to the Orange Plaza.

Recommended Action:

Receive and File.

Attachments: Staff Report
September 23, 2025, City Council Staff Report
Analysis of Plaza Park Incursions Memo
Accident Trajectory Diagram
Fehr and Peers Letter Report
Proposed Bollard Enhancement Concept
Splitter Island Concept

5. ADJOURNMENT

The next Regular City Traffic Commission Meeting will be held on Wednesday, February 11, 2026, at 5:30 p.m., in the Council Chamber.

I, Francisco Vasquez, Administrative Assistant for the City of Orange, hereby declare, under penalty of perjury, that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at the following locations: Orange Civic Center kiosk and Orange City Clerk's Office at 300 E. Chapman Avenue,

Orange Main Public Library at 407 E. Chapman Avenue, Police facility at 1107 N. Batavia, and uploaded to the City's website www.cityoforange.org.

Date posted:December 4, 2025

Agenda Item

City Traffic Commission

Item #: 3.1. 12/10/2025 **File #:** 25-0685

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Francisco Vazquez, Administrative Specialist**

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on October 08, 2025.

2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

3. RECOMMENDED ACTION

Approve minutes as presented.

4. ATTACHMENTS

- October 08, 2025, Regular Meeting minutes

Agenda Item

City Traffic Commission

Item #: 3.1. 12/10/2025 **File #:** 25-0685

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Francisco Vazquez, Administrative Specialist**

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on October 08, 2025.

2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

3. RECOMMENDED ACTION

Approve minutes as presented.

4. ATTACHMENTS

- October 08, 2025, Regular Meeting minutes

MINUTES - DRAFT

City of Orange

City Traffic Commission

October 08, 2025

The Traffic Commission of the City of Orange, California convened on Wednesday, October 08, 2025, at 5:30 p.m. for a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

1. OPENING/CALL TO ORDER

Chair Feliz called the meeting to order at 5:30 p.m.

1.1 PLEDGE OF ALLEGIANCE

Commissioner Joseph Barbeito led the flag salute.

1.2 ROLL CALL

Present: Ricci, Barbeito, Hamilton, Chavarria, Redding, and Feliz
Absent: Jurjis

2. PUBLIC COMMENTS

None.

3. APPROVAL OF MINUTES

3.1. Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on August 13, 2025.

A motion was made by Vice Chair Ricci, seconded by Commissioner Chavarria, to approve minutes as presented. The motion carried by the following vote:
Ayes: Ricci, Barbeito, Hamilton, Chavarria, Redding, and Feliz
Noes: None
Absent: Jurjis

4. NEW BUSINESS

4.1. Installation of red curb on both sides of the driveway serving 295 S. Flower Street.

Transportation Analyst Jose A La Torre provided a brief staff report utilizing a PowerPoint presentation.

A motion was made by Commissioner Chavarria, seconded by Vice Chair Ricci, to approve red curb on both sides of the driveway serving 295 S. Flower Street. The motion carried by the following vote:
Ayes: Ricci, Barbeito, Hamilton, Chavarria, Redding, and Feliz
Noes: None
Absent: Jurjis

4.2. Installation of red curb at various locations along the east side of N. Canal Street to serve OCTA bus stops.

Assistant Engineer Maria Prado provided a brief staff report utilizing a PowerPoint presentation.

Public Speakers
Kyle Poff spoke in favor of the condition to reduce the red curb from 350 feet to 100 feet for Bus Stop ID 3509.
Kathleen Thomas expressed concern with overflow vehicles parking on Cumberland Street.

A motion was made by Chair Feliz, seconded by Sean Chavarria to: 1) Approve approximately 350 feet of red curb along the east side of N. Canal Street, between Meats Avenue and Cumberland Road, for Bus Stop ID: 5309. 2) Ratify the installation of approximately 150 feet of red curb along the east side of N. Canal Street, north of Meats Avenue for Bus Stop ID: 5308. The motion carried by the following vote:

Ayes: Ricci, Hamilton, Chavarria, Redding, and Feliz
Noes: Barbeito
Absent: Jurjis

4.3. Removal of existing blue curb on Pixley Street; and installation of time-limited parking along the commercial frontages of Parker and Pixley streets, north of Chapman Avenue. Resolution No. TC 03-2025.

Vice Chair Ricci recused himself from Item 4.3 due to a potential conflict of interest with a nearby property and left the dais at 5:45 p.m.

Assistant Engineer Maria Prado provided a brief staff report utilizing a PowerPoint presentation.

A motion was made by Commissioner Redding, seconded by Commissioner Chavarria to: 1) Remove existing blue curb on the east side of Pixley Street along the frontage of 541 W. Chapman Avenue. 2) Install 1-hour parking on the east side of Pixley Street along the frontage of 541 W. Chapman Avenue. 3) Install 1-hour parking on both sides of Parker Street, north of Chapman Avenue, adjacent to 623 and 705 W. Chapman Avenue. 4) Adopt Resolution No. TC 03-2025. A Resolution of the Traffic Commission of the City of Orange for the Establishment of 1-hour Time-Limited Parking on Both Sides of Parker Street and the East Side of Pixley Street, North of Chapman Avenue, Adjacent to 541, 623, and 705 W. Chapman Avenue (Assessor Parcel Numbers 386-461-14, 386-462-23, AND 386-463-14). The motion carried by the following vote:

Ayes: Barbeito, Hamilton, Chavarria, Redding, and Feliz
Noes: None
Absent: Jurjis
Recuse: Ricci

5. ADJOURNMENT

There being no further business, the meeting was adjourned at 5:46 p.m.

The next Regular City Traffic Commission Meeting will be held on Wednesday, December 10, 2025, at 5:30 p.m., in the Council Chamber.

_____

LARRY TAY
CITY TRAFFIC ENGINEER

Agenda Item

City Traffic Commission

Item #: 3.2. 12/10/2025 **File #:** 25-0661

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Maria Flores, Assistant Engineer**

1. SUBJECT

Reduce length, and ratify installation, of previously approved red curb along the east side of Canal Street, to serve Orange County Transportation Authority Bus Stop ID: 5309.

2. SUMMARY

On October 8, 2025, the City Traffic Commission approved the installation of 350 feet of red curb along the east side of Canal Street. Based on commission discussion, the intent was to reduce the length of red curb, from 350 feet to 100 feet. The 100 feet of red curb has since been installed but requires ratification.

3. RECOMMENDED ACTION

1. Reduce length of red curb approved by City Traffic Commission at their October 8, 2025, meeting, on the east side of Canal Street between Meats Avenue and Cumberland Road, from 350 feet to 100 feet.

2. Ratify installation of 100 feet of red curb.

4. FISCAL IMPACT

None.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

At the October 08, 2025, City Traffic Commission (CTC) Meeting, a request was heard and approved for the installation of 350 feet of red curb along the east side of Canal Street, between Meats Avenue and Cumberland Road, to serve existing OCTA Bus Stop ID: 5309.

During the CTC meeting, members of the public expressed concern over the length of the proposed 350 feet of red curb. At the same time, an OCTA representative expressed support for reducing the length, indicating that 100 feet would be an appropriate amount for bus operations. During the ensuing commission discussion, the CTC expressed intent to reduce the length of proposed red curb, from 350 feet to 100 feet, which was implied in the approved motion. The purpose of this item is to provide more clarity to that decision.

To keep OCTA bus services running efficiently in the interim, staff issued a work request to install the 100 feet of red curb, as intended. The change has been implemented in the field, but now requires ratification.

7. ATTACHMENTS

- Area Map
- Site Sketch
- Notification Letter
- October 8, 2025, CTC Report Without Attachments

Agenda Item

City Traffic Commission

Item #: 3.2. 12/10/2025 **File #:** 25-0661

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Maria Flores, Assistant Engineer**

1. SUBJECT

Reduce length, and ratify installation, of previously approved red curb along the east side of Canal Street, to serve Orange County Transportation Authority Bus Stop ID: 5309.

2. SUMMARY

On October 8, 2025, the City Traffic Commission approved the installation of 350 feet of red curb along the east side of Canal Street. Based on commission discussion, the intent was to reduce the length of red curb, from 350 feet to 100 feet. The 100 feet of red curb has since been installed but requires ratification.

3. RECOMMENDED ACTION

1. Reduce length of red curb approved by City Traffic Commission at their October 8, 2025, meeting, on the east side of Canal Street between Meats Avenue and Cumberland Road, from 350 feet to 100 feet.

2. Ratify installation of 100 feet of red curb.

4. FISCAL IMPACT

None.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

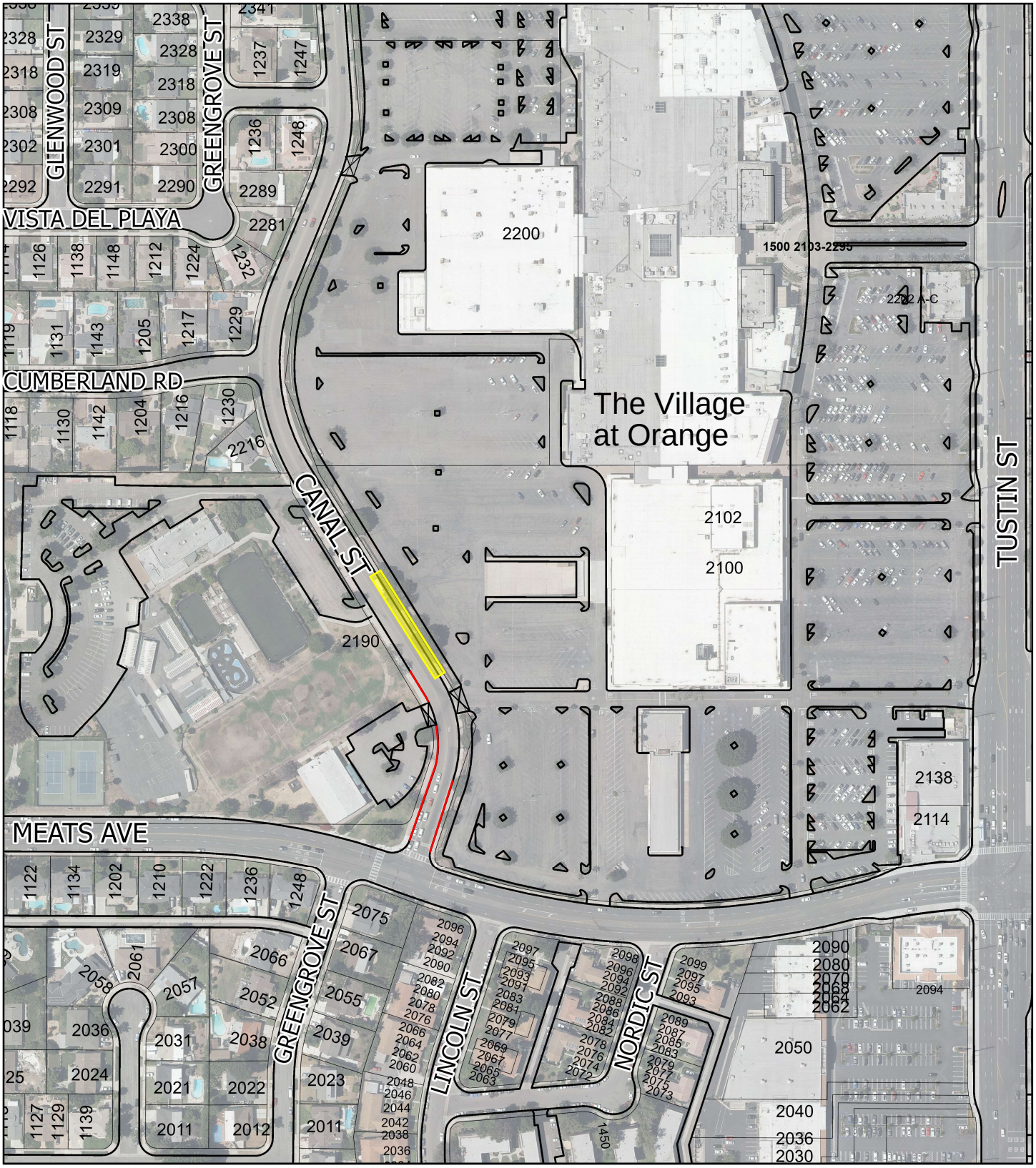
At the October 08, 2025, City Traffic Commission (CTC) Meeting, a request was heard and approved for the installation of 350 feet of red curb along the east side of Canal Street, between Meats Avenue and Cumberland Road, to serve existing OCTA Bus Stop ID: 5309.

During the CTC meeting, members of the public expressed concern over the length of the proposed 350 feet of red curb. At the same time, an OCTA representative expressed support for reducing the length, indicating that 100 feet would be an appropriate amount for bus operations. During the ensuing commission discussion, the CTC expressed intent to reduce the length of proposed red curb, from 350 feet to 100 feet, which was implied in the approved motion. The purpose of this item is to provide more clarity to that decision.

To keep OCTA bus services running efficiently in the interim, staff issued a work request to install the 100 feet of red curb, as intended. The change has been implemented in the field, but now requires ratification.

7. ATTACHMENTS

- Area Map
- Site Sketch
- Notification Letter
- October 8, 2025, CTC Report Without Attachments



City of Orange
Geographic Information System

LEGEND:

- Subject Area
- Existing Red Curb
- Driveway

N W E S

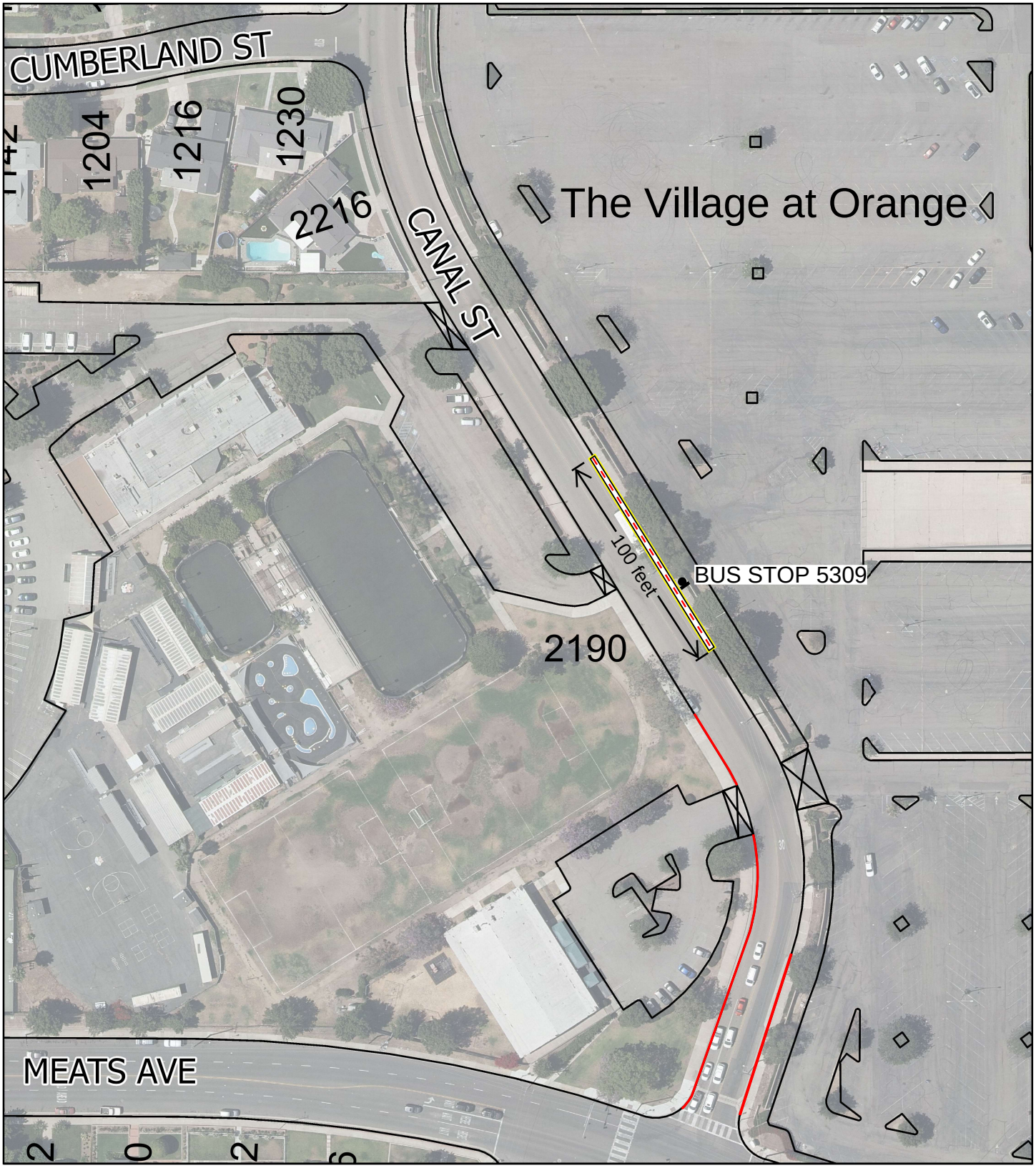
0 200 400 Feet

9/22/2025

Source: City of Orange (2024)

CITY OF ORANGE

AREA MAP



City of Orange
Geographic Information System

LEGEND:

- Existing Red Curb
- Red Curb to Ratify
- Driveway
- Bus Stop Sign

CITY OF ORANGE

SITE SKECTH

9/22/2025

Source: City of Orange (2024)

City of Orange
Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

November 20, 2025

Dear Resident:

This is to inform you that the City Traffic Commission will be reconsidering a previously approved item:

- **Installation of red curb along the east side of Canal Street for OCTA Bus Stop 5308 and 5309.**

While this item was originally approved at a prior meeting, the desired length of red curb has since been reduced. As a result, the item must be brought back for the commission's action.

The matter will be presented on the consent calendar of the **December 10, 2025,** meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Maria Flores at (714) 744-5525 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer

Agenda Item

City Traffic Commission

Item #: 4.2. 10/8/2025 **File #:** 25-0536

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, City Traffic Engineer**

FROM: **Maria Flores, Assistant Engineer**

1. SUBJECT

Installation of red curb at various locations along the east side of N. Canal Street to serve OCTA bus stops.

2. SUMMARY

The requested parking restrictions along the east side of N. Canal Street are intended to reserve curb space for the Orange County Transportation Authority (OCTA), ensuring reliable access for passenger pick-up and drop-off operations.

3. RECOMMENDED ACTION

1. Approve approximately 350 feet of red curb along the east side of N. Canal Street, between Meats Avenue and Cumberland Road, for Bus Stop ID: 5309.

2. Ratify the installation of approximately 150 feet of red curb along the east side of N. Canal Street, north of Meats Avenue for Bus Stop ID: 5308.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

City staff received multiple requests to install red curb along the east side of N. Canal Street to support transit operations at Orange County Transportation Authority (OCTA) Bus Stops 5308 and 5309. The requested red curb would ensure dedicated curb space for safe and efficient passenger pick-up and drop-off.

Bus Stop 5308 is located approximately 130 feet north of E. Meats Avenue and Bus Stop 5309 is located approximately 560 feet north of E. Meats Avenue. Both stops are on the east side of N. Canal Street.

N. Canal Street, between E. Meats Avenue and E. Heim Avenue, is a two-lane roadway with a width of 44 feet. Parking is currently permitted on both sides of the street. Adjacent land uses include single

-family residential homes, commercial retail, educational institutions, and private recreational facilities.

Following recent parking restrictions implemented on the west side of Canal Street, motorists have increasingly utilized the east side for parking, resulting in frequent obstruction of the OCTA bus stops.

A field review conducted by City staff identified approximately 250 feet of existing curbside parking between Meats Avenue and the first driveway of The Village at Orange shopping center, located at 2100 N. Tustin Street, accommodating roughly eleven vehicles.

Due to safety concerns with vehicles parked near the intersection, staff installed 150 feet of red curb from Meats Avenue to Bus Stop 5308 on September 11, 2025, leaving approximately four parking spaces available to the public. This red curb provides more margin for buses turning right onto Canal Street, helping bus drivers do so without encroaching into the opposing lane.

To assess the appropriate length of parking restrictions at Bus Stop 5309, City staff consulted with OCTA. OCTA requested a 350-foot red curb zone to facilitate safe and efficient transit service. This installation would reduce available parking by approximately sixteen spaces.

Between the southernmost driveway of The Village at Orange shopping center and the beginning of the proposed red curb zone for Bus Stop 5309, approximately 40 feet of curbside parking remains. Beyond the proposed restriction, there is an additional 270 feet of curbside parking before reaching Cumberland Road, accommodating approximately twelve vehicles.

To enhance transit accessibility and support OCTA operations, staff recommends that the City Traffic Commission ratify the recently installed 150 feet of red curb installed north of E. Meats Avenue and approve the installation of 350 feet of red curb along the east side of N. Canal Street, north of the first driveway to the Village Shopping Center, adjacent to Bus Stop 5309.

7. ATTACHMENTS

- Letter of Request
- Area Map & Site Sketch
- Notification Letter

Agenda Item

City Traffic Commission

Item #: 4.1. 12/10/2025 **File #:** 25-0667

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Jose A La Torre, Transportation Analyst**

1. SUBJECT
Installation of 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

2. SUMMARY
The requested red curb is to provide easier access to and from Quincy Avenue and enhance visibility.

3. RECOMMENDED ACTION
Approve 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

4. FISCAL IMPACT
None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS
Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND
Staff received a request for the City to consider installing red curb on the northwest and southwest corners of the Wanda Road/Quincy Avenue intersection, to enhance visibility. Wanda Road is a four-lane roadway at its intersection with Quincy Avenue. Parking is permitted on the west side of the street. The land use along this stretch of Wanda Road is generally comprised of single-family residences. Wanda Road, from Lincoln Street to Monroe Avenue, is a 40-mph street.

A field review conducted by City staff determined that there is approximately 80 feet of curbside parking available north of Quincy Avenue and approximately 86 feet of curbside parking available South of Quincy Avenue. To enhance visibility, staff recommends the CTC approve the installation of 40 feet of red curb on the northwest and southwest corners, resulting in the loss of approximately four parking spaces.

7. ATTACHMENTS
- Letter of Request

- Area Map & Site Sketch
- Notification Letter

Agenda Item

City Traffic Commission

Item #: 4.1. 12/10/2025 **File #:** 25-0667

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Jose A La Torre, Transportation Analyst**

1. SUBJECT
Installation of 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

2. SUMMARY
The requested red curb is to provide easier access to and from Quincy Avenue and enhance visibility.

3. RECOMMENDED ACTION
Approve 40 feet of red curb on the west side of Wanda Road both north and south of Quincy Avenue.

4. FISCAL IMPACT
None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS
Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND
Staff received a request for the City to consider installing red curb on the northwest and southwest corners of the Wanda Road/Quincy Avenue intersection, to enhance visibility. Wanda Road is a four-lane roadway at its intersection with Quincy Avenue. Parking is permitted on the west side of the street. The land use along this stretch of Wanda Road is generally comprised of single-family residences. Wanda Road, from Lincoln Street to Monroe Avenue, is a 40-mph street.

A field review conducted by City staff determined that there is approximately 80 feet of curbside parking available north of Quincy Avenue and approximately 86 feet of curbside parking available South of Quincy Avenue. To enhance visibility, staff recommends the CTC approve the installation of 40 feet of red curb on the northwest and southwest corners, resulting in the loss of approximately four parking spaces.

7. ATTACHMENTS
- Letter of Request

- Area Map & Site Sketch
- Notification Letter

Clyde Granger 8/14/25

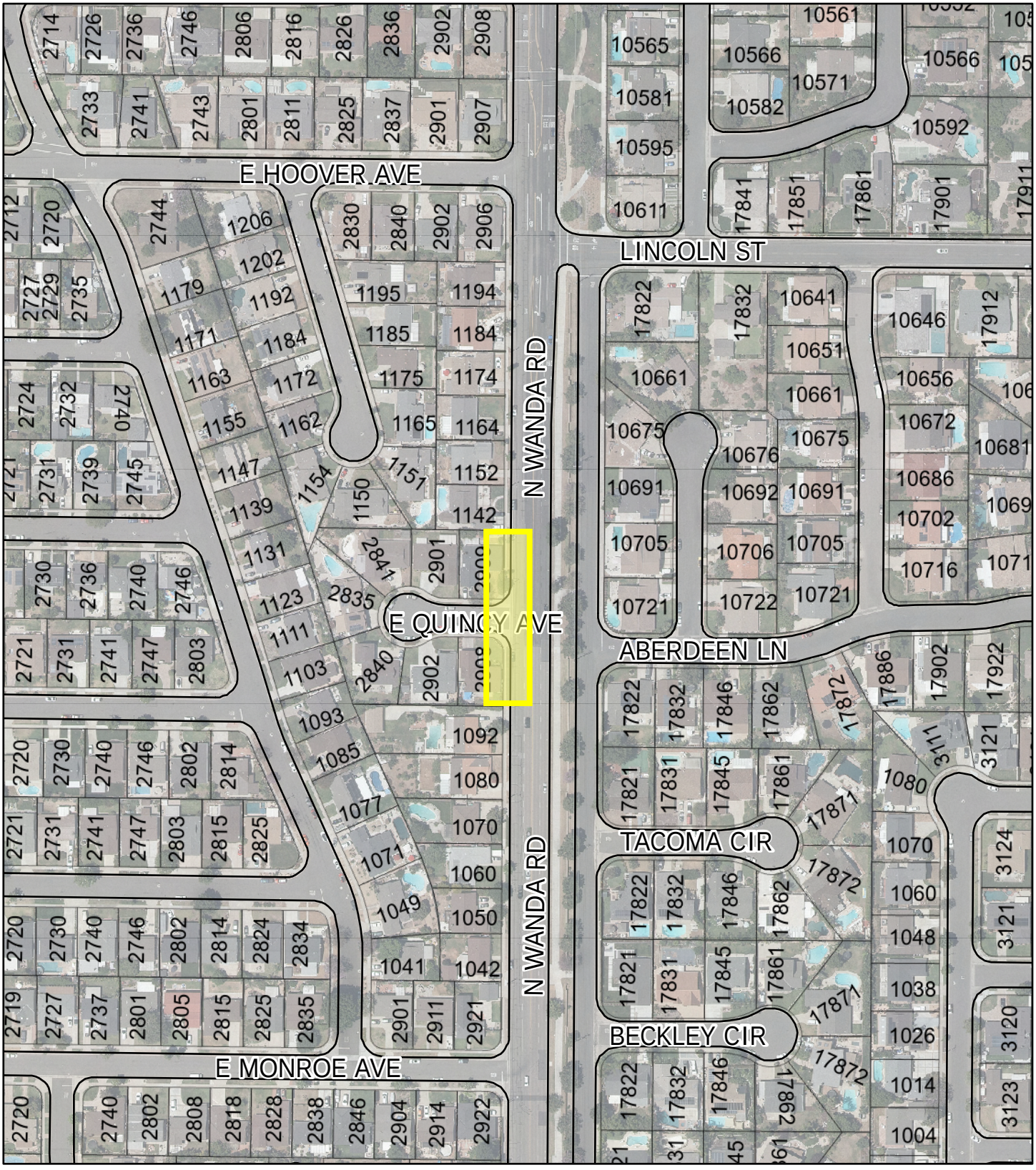
1. Red curbs on Wanda Rd on each side of E. Quincy Ave.

2. Left turn pocket heading north on Wanda Rd into E. Quincy Ave.

3. Delay of 2nd line south of E. Quincy Ave

Unable to see around the corners onto Wanda Rd in either direction and becomes a safety issue. Have had numerous close calls pulling out onto Wanda Rd. Need to pull out into 1st lane of Wanda Rd to be able to see traffic.

Clyde Granger
E. Quincy Ave



City of Orange
Geographic Information System

Legend

Curbs

Subject Area

Item 4.1 Red Curb on N Wanda Rd

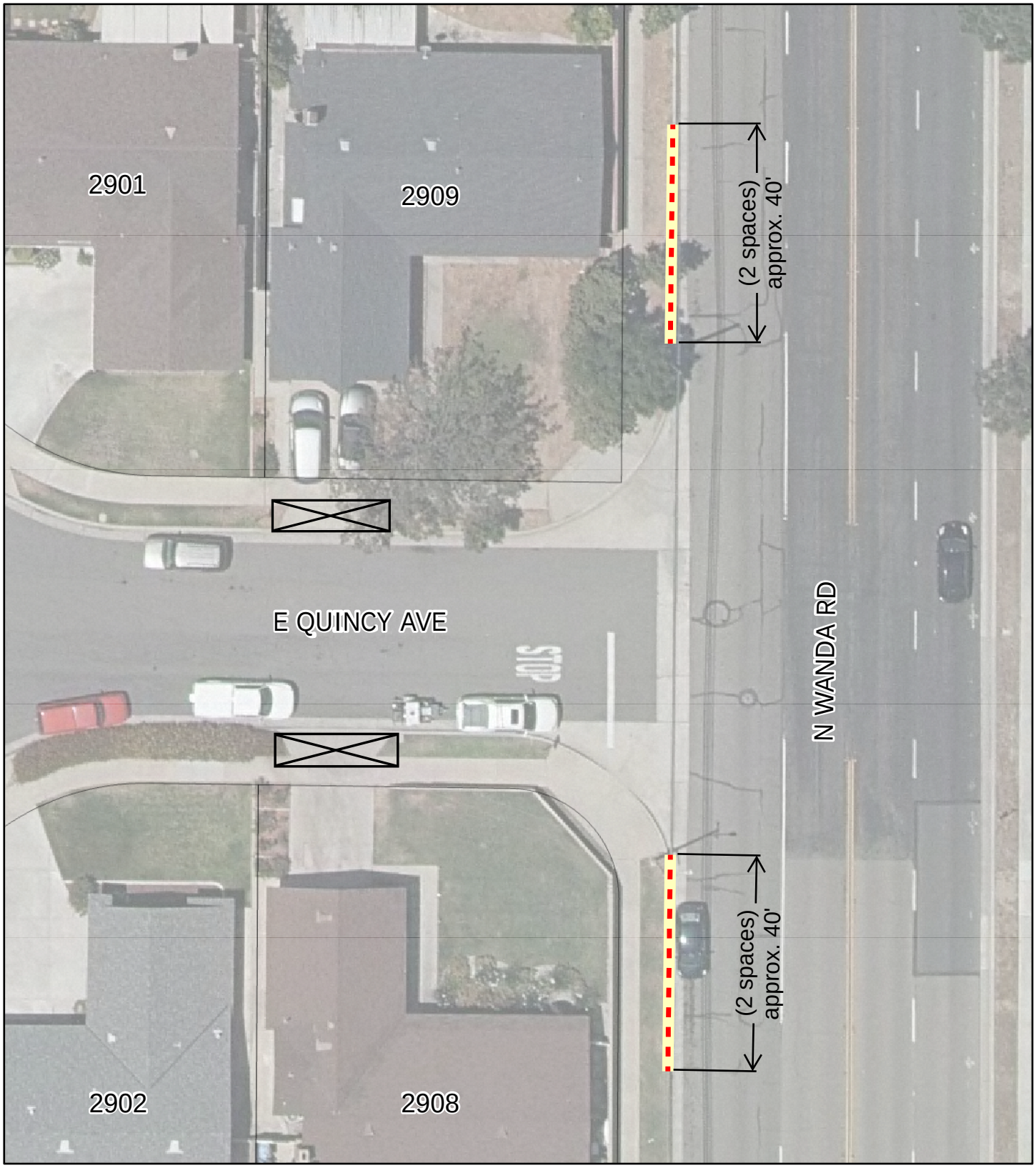
N
W
E
S

CITY OF ORANGE

AREA MAP

11/20/2025

Source: City of Orange (2024)



City of Orange
Geographic Information System

Legend

Red Curb (Proposed)
Driveway (Existing)

Item 4.1 Red Curb on N Wanda Rd

N
W E
S

CITY OF ORANGE

SITE SKETCH

11/20/2025

Source: City of Orange (2024)

City of Orange
Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

November 20, 2025

Dear Resident/ Property Owner:

This is to inform you that the City Traffic Commission will be hearing a request for the following item(s):

- **Installation of red curb on N. Wanda Road adjacent to E. Quincy Avenue.**

The matter will be considered at the **December 10, 2025,** meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Jose A La Torre at (714) 744-5525 or jalatorre@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer

Agenda Item

City Traffic Commission

Item #: 4.2. 12/10/2025 **File #:** 25-0662

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Maria Flores, Assistant Engineer**

1. SUBJECT
Request to install speed cushions on Maple Avenue between Main Street and Batavia Street.

2. SUMMARY
The City has received recurring requests for speed humps on Maple Avenue. Based on the history of complaints and the street's traffic characteristics, speed cushions, rather than speed humps, are being considered for recommendation.

3. RECOMMENDED ACTION
Consider the installation of speed cushions on Maple Avenue between Main Street and Batavia Street and forward the resulting recommendation to City Council.

4. FISCAL IMPACT
None. The cost of the speed cushions can be accommodated within the approved FY 26 budget.

5. STRATEGIC PLAN GOALS
Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND
Background:

Maple Avenue between Main and Batavia Streets is a two-lane residential street with a curb-to-curb width that varies from 36 to 38 feet. Parking is supported on both sides and the land use is comprised of single-family residential dwellings. Moreover, painted edge lines (shoulder stripe) have been installed as a traffic calming feature.

Despite the prior traffic calming effort, the City continues to receive expressed concerns over vehicle speeds. In response to the concerns, City staff conducted an initial traffic study to gather the 85th percentile speed and the average daily traffic volume on Maple Avenue. The study showed that the average daily traffic is 692 vehicles, travelling at an 85th percentile speed of 31 MPH. These values are below those at which speed humps are typically considered, based on the City's approved

Residential Neighborhood Traffic Management Program (RNTMP).

Notwithstanding the above and in light of continuing concerns, staff determined that it could be appropriate to consider a pilot program to implement speed cushions on the street. Speed cushions are similar to speed humps in that they are raised roadway features designed to slow vehicles down. Unlike traditional speed humps, these speed cushions are prefabricated, can be bolted down, and are divided into segments with gaps that allow emergency vehicles to straddle the cushions. Due to the street's proximity to a fire station and location on the local network, staff consulted with Orange Fire Department on the design and configuration of the speed cushions.

While the speed cushions are the first of their kind in Orange, they are portable and removable. And, if installed, they would serve as the basis of a pilot program, by providing an opportunity to assess their effectiveness, as well as long-term durability and desirability.

Petition Phase:

To identify the level of neighborhood support, a petition was circulated to residents of the affected blocks. To ensure residents were fully informed, the petition was accompanied by a Tentative Speed Cushion Location Map and a Speed Cushion Information Sheet, both of which are included as attachments to this report. These materials provided detailed information on the proposed installation sites, the function of speed cushions, and their anticipated benefits in encouraging slower vehicle speeds.

The table below shows the petition results and indicates a majority of the residents on Maple Avenue are in support of speed cushions.

Street Segment	Homes In Favor		Homes Opposed		Unresponsive	
Maple Avenue	19	55%	6	17%	9	28%

Findings:

Based on the above, staff recommends that the City Traffic Commission consider the installation of speed cushions on Maple Avenue between Main Street and Batavia Street and forward the matter to the City Council for approval. The cost to furnish and install the speed cushions is estimated between $15,000 and $20,000; and can be funded within the approved FY 26 budget.

7. ATTACHMENTS

- Area Map
- Tentative Speed Cushion Location Map
- Speed Cushion Information Sheet
- Notification Letter

Agenda Item

City Traffic Commission

Item #: 4.2. 12/10/2025 **File #:** 25-0662

TO: **Chair and Members of the City Traffic Commission**

THRU: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

FROM: **Maria Flores, Assistant Engineer**

1. SUBJECT
Request to install speed cushions on Maple Avenue between Main Street and Batavia Street.

2. SUMMARY
The City has received recurring requests for speed humps on Maple Avenue. Based on the history of complaints and the street's traffic characteristics, speed cushions, rather than speed humps, are being considered for recommendation.

3. RECOMMENDED ACTION
Consider the installation of speed cushions on Maple Avenue between Main Street and Batavia Street and forward the resulting recommendation to City Council.

4. FISCAL IMPACT
None. The cost of the speed cushions can be accommodated within the approved FY 26 budget.

5. STRATEGIC PLAN GOALS
Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND
Background:

Maple Avenue between Main and Batavia Streets is a two-lane residential street with a curb-to-curb width that varies from 36 to 38 feet. Parking is supported on both sides and the land use is comprised of single-family residential dwellings. Moreover, painted edge lines (shoulder stripe) have been installed as a traffic calming feature.

Despite the prior traffic calming effort, the City continues to receive expressed concerns over vehicle speeds. In response to the concerns, City staff conducted an initial traffic study to gather the 85th percentile speed and the average daily traffic volume on Maple Avenue. The study showed that the average daily traffic is 692 vehicles, travelling at an 85th percentile speed of 31 MPH. These values are below those at which speed humps are typically considered, based on the City's approved

Residential Neighborhood Traffic Management Program (RNTMP).

Notwithstanding the above and in light of continuing concerns, staff determined that it could be appropriate to consider a pilot program to implement speed cushions on the street. Speed cushions are similar to speed humps in that they are raised roadway features designed to slow vehicles down. Unlike traditional speed humps, these speed cushions are prefabricated, can be bolted down, and are divided into segments with gaps that allow emergency vehicles to straddle the cushions. Due to the street's proximity to a fire station and location on the local network, staff consulted with Orange Fire Department on the design and configuration of the speed cushions.

While the speed cushions are the first of their kind in Orange, they are portable and removable. And, if installed, they would serve as the basis of a pilot program, by providing an opportunity to assess their effectiveness, as well as long-term durability and desirability.

Petition Phase:

To identify the level of neighborhood support, a petition was circulated to residents of the affected blocks. To ensure residents were fully informed, the petition was accompanied by a Tentative Speed Cushion Location Map and a Speed Cushion Information Sheet, both of which are included as attachments to this report. These materials provided detailed information on the proposed installation sites, the function of speed cushions, and their anticipated benefits in encouraging slower vehicle speeds.

The table below shows the petition results and indicates a majority of the residents on Maple Avenue are in support of speed cushions.

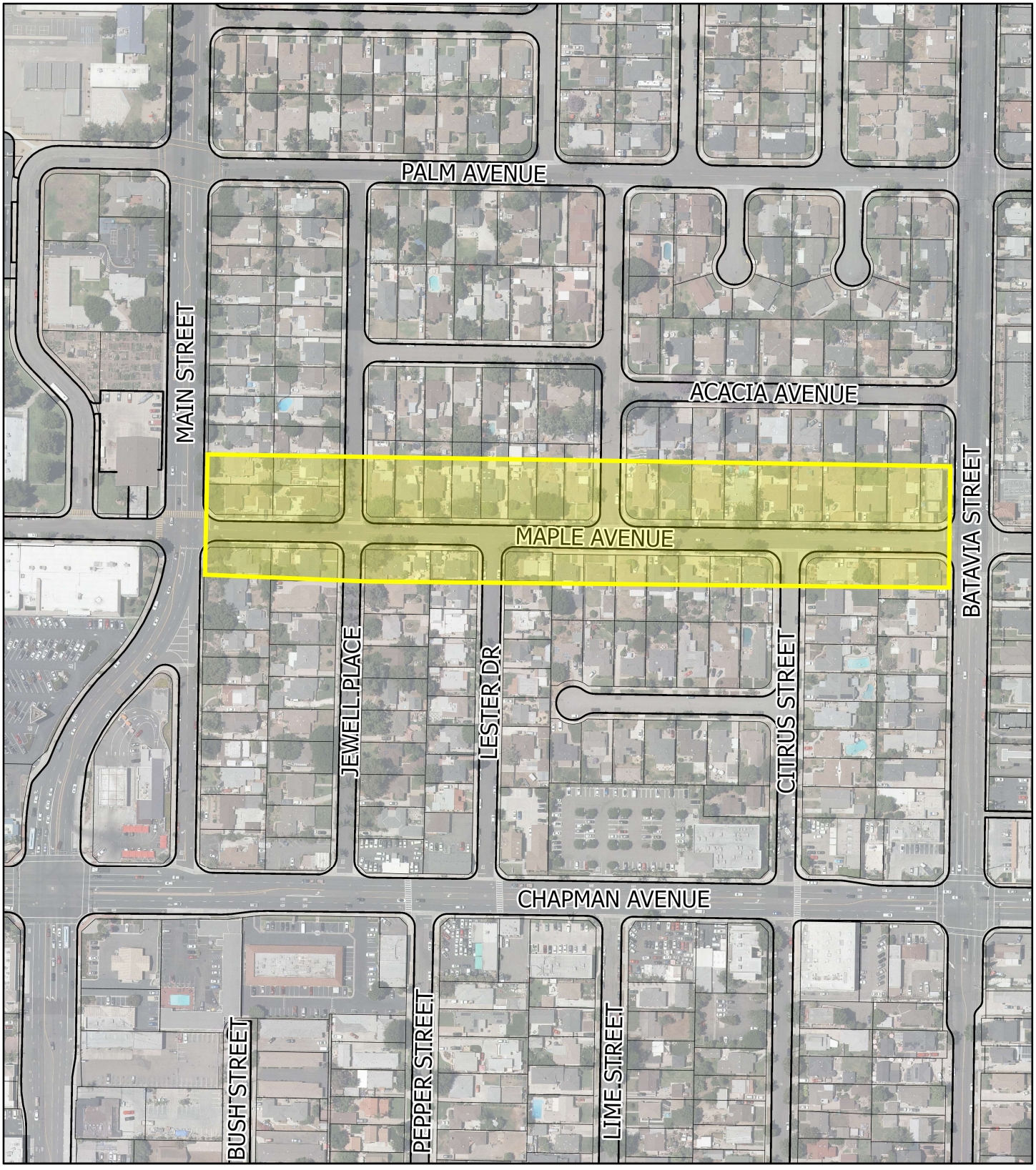
Street Segment	Homes In Favor		Homes Opposed		Unresponsive	
Maple Avenue	19	55%	6	17%	9	28%

Findings:

Based on the above, staff recommends that the City Traffic Commission consider the installation of speed cushions on Maple Avenue between Main Street and Batavia Street and forward the matter to the City Council for approval. The cost to furnish and install the speed cushions is estimated between $15,000 and $20,000; and can be funded within the approved FY 26 budget.

7. ATTACHMENTS

- Area Map
- Tentative Speed Cushion Location Map
- Speed Cushion Information Sheet
- Notification Letter



City of Orange
Geographic Information System

LEGEND:

SUBJECT AREA

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CITY OF ORANGE

AREA MAP

11/25/2025

Source: City of Orange (2024)

Note: This map depicts approximate placement of speed cushions. The speed cushion configuration across the roadway is not exact; it is conceptual.

CITY OF ORANGE

TENATIVE SPEED CUSHION LOCATION MAP

Speed Cushion Information Sheet

Please read the list below outlining the advantages and disadvantages of installing speed cushions. Sign the petition and choose whether you are opposed or in favor of installing speed cushions on your street.

Advantages:

- Effective in reducing vehicle speeds
- Does not require parking removal
- Speed cushions do not affect intersection operations

Disadvantages:

- Speed cushions can possibly increase noise from braking and acceleration of vehicles
- Increase wear on vehicles
- Some designs may impact aesthetics.

City of Orange
Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

November 20, 2025

Dear Resident/Property Owner:

This is to inform you that the City Traffic Commission will be hearing a request for the follow item(s):

- **Installation of speed cushions on Maple Avenue from Main Street to Batavia Street.**

The matter will be considered at the **December 10, 2025,** meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

For your information, a map depicting the approximate placement location is enclosed.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Maria Flores at (714) 744-5525 or mpflores@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer

Agenda Item

City Traffic Commission

Item #: 4.3. 12/10/2025 **File #:** 25-0668

TO: **Chair and Members of the City Traffic Commission**

FROM: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

1. SUBJECT

Discussion of potential traffic modifications and safety enhancements to the Orange Plaza.

2. SUMMARY

At the September 23, 2025, City Council meeting, staff presented an item to discuss potential traffic modifications to the Orange Plaza to further prevent vehicular intrusion into Plaza Park. City Council directed staff to conduct further analysis of incursion trajectories and refine recommendations, if appropriate. Staff was also directed to bring back a follow-up report to both City Traffic Commission and Council.

3. RECOMMENDED ACTION

Receive and File.

4. FISCAL IMPACT

None. This is a “receive and file” item.

5. STRATEGIC PLAN GOALS

Goal 5: Improve infrastructure, mobility, and technology
Goal 6: Ensure the preservation of historic resources

6. DISCUSSION AND BACKGROUND

Background

In response to historic concerns over Plaza incursions, several modifications had been implemented to the approaches to the circular roadway, including the installation of reflective raised pavement markers, supplemental traffic signs, roadway delineators, and nighttime traffic signal timing modifications.

In March 2022, City Council authorized the purchase of protective bollards to protect pedestrian walkways at select locations along the perimeter of Plaza Park. In November 2022, a construction contract was awarded to, among other things, install the protective bollards. The installation was completed in 2023.

September 23, 2025, City Council Report

After a recent vehicle incursion into Plaza Park, City Council directed staff to evaluate concepts, including roadway modifications, park enhancements, and operational changes that could potentially reduce frequency of future incidents. Staff presented the viability of said concepts, along with

recommendations, to the City Council at their September 23, 2025, meeting (staff report attached.)

At that meeting, City Council directed staff to: 1) Install additional raised pavement markers, 2) further analyze the incursion trajectories and potentially refine recommendations, and 3) present follow-up reports to the City Traffic Commission ("CTC") and Council.

The raised pavement markers were installed immediately following the City Council meeting, and the results of the additional analysis and recommendation refinements are presented below.

Because several potential concepts discussed in this report (and its associated attachments) involve matters that typically are not within the CTC's purview, the CTC is not being asked to act on this item (only receive and file.) Rather, the intent is to present the information to CTC to solicit input, including that from the public, before presenting to City Council for potential action.

Accident Trajectory Analysis

Working together with the Orange Police Traffic Bureau, staff plotted and analyzed all reported Plaza incursions between January 2018 and October 2025. The findings were discussed in a memorandum (attached for reference) containing various tables, charts, and exhibits that summarize the accident data. Moreover, key findings include:

- Since 2018, there have been 43 reported Plaza incursions.
- The number of accidents trended upward during the COVID/Plaza Paseo years - but has been significantly declining ever since (some supplemental measures deployed in last 3 years may have contributed to that reduction).
- Went from a peak of 12 accidents in 2022, to 1 in each of the past two years.
- Of the 43 accidents, 30 accidents (70 percent) involved DUI. Another was the result of a police chase involving Santa Ana PD.
- Of the remaining 12 accidents, 9 involved unsafe speed (entering the circular roadway - not necessarily speeding on the "spoke" streets), 2 involved improper turning movements, and 1 had a cause unknown.
- 38 of the 43 accidents involved a vehicle traveling on Chapman Avenue (27 eastbound, 11 westbound.) And 5 involved Glassell (4 northbound and 1 southbound).
- All 5 accidents on Glassell involved either DUI or the aforementioned police chase. A significant majority of the Chapman incidents involved DUI.
- All but one of these accidents occurred during darkness. All but two (both DUI) occurred between 10 PM and 5AM.
- The "spray pattern" from the plotted trajectories suggest that incursions from any given approach tend to occur between the prolongation of the approaching roadways' centerlines and right curb lines.
- Based on the accident trajectories, one option (that would achieve the intent while minimizing aesthetic impacts) is to enhance bollards on the Chapman sides of the Plaza, as originally

presented (expanding coverage and filling in the central gaps by adding 11 bollards to each approach,) and leave the Glassell sides as-is.

One more incursion occurred after October 2025, when the memorandum was prepared. The incursion involved an eastbound vehicle travelling after sunset and resulted in damage to a perimeter (non-crash rated) bollard and park bench. An Accident Trajectory Diagram, updated through November 2025, that includes this incident is attached.

Peer Review

Staff also retained Fehr and Peers to conduct a peer review of previous recommendations and provide additional input, the results of which are provided in the attached letter report.

Fehr and Peers concurred with all the findings and recommendations that staff presented to City Council on September 23rd. In addition, several additional concepts were discussed, including implementing raised crosswalks at Plaza entry points and on the Chapman Avenue approaches. While this concept had been contemplated by staff, it was not presented to City Council for consideration due to potential impacts to emergency response vehicles.

Refined Recommendations

Based on the September 23rd City Council report, Accident Trajectory Analysis, and Peer Review, viable recommendations to the City Council include:

1. Install enhanced bollards on Chapman Avenue approaches. Cost expected to be moderate, approximately $300,000.
2. Install raised median “splitter” islands at all approaches. Cost is expected to be moderate, approximately $300,000.
3. Evaluate the feasibly of raised crosswalks at Plaza entry points and on the Chapman Avenue corridor, including drainage and emergency services impacts. Cost cannot be determined until feasibility study is completed.
4. Turn off Plaza Park lighting during late night hours to reduce the appearance of a through street. Cost is expected to be minimal and involves minor electrical work.

Each of the above, especially when in combination, is expected to reduce the frequency of Plaza incursions. Conceptual exhibits showing the bollard and splitter island concepts are attached for reference.

Lastly, the raised crosswalks can be installed in conjunction with the raised median island and expected to calm traffic and enhance pedestrian comfort along the Chapman Avenue approaches to the Plaza.

7. ATTACHMENTS

- September 23, 2025, City Council Staff Report
- Analysis of Plaza Park Incursions Memo
- Accident Trajectory Diagram
- Fehr and Peers Letter Report
- Proposed Bollard Enhancement Concept
- Splitter Island Concept

Agenda Item

City Traffic Commission

Item #: 4.3. 12/10/2025 **File #:** 25-0668

TO: **Chair and Members of the City Traffic Commission**

FROM: **Larry Tay, Deputy Public Works Director/Traffic Engineer**

1. SUBJECT

Discussion of potential traffic modifications and safety enhancements to the Orange Plaza.

2. SUMMARY

At the September 23, 2025, City Council meeting, staff presented an item to discuss potential traffic modifications to the Orange Plaza to further prevent vehicular intrusion into Plaza Park. City Council directed staff to conduct further analysis of incursion trajectories and refine recommendations, if appropriate. Staff was also directed to bring back a follow-up report to both City Traffic Commission and Council.

3. RECOMMENDED ACTION

Receive and File.

4. FISCAL IMPACT

None. This is a “receive and file” item.

5. STRATEGIC PLAN GOALS

Goal 5: Improve infrastructure, mobility, and technology
Goal 6: Ensure the preservation of historic resources

6. DISCUSSION AND BACKGROUND

Background

In response to historic concerns over Plaza incursions, several modifications had been implemented to the approaches to the circular roadway, including the installation of reflective raised pavement markers, supplemental traffic signs, roadway delineators, and nighttime traffic signal timing modifications.

In March 2022, City Council authorized the purchase of protective bollards to protect pedestrian walkways at select locations along the perimeter of Plaza Park. In November 2022, a construction contract was awarded to, among other things, install the protective bollards. The installation was completed in 2023.

September 23, 2025, City Council Report

After a recent vehicle incursion into Plaza Park, City Council directed staff to evaluate concepts, including roadway modifications, park enhancements, and operational changes that could potentially reduce frequency of future incidents. Staff presented the viability of said concepts, along with

recommendations, to the City Council at their September 23, 2025, meeting (staff report attached.)

At that meeting, City Council directed staff to: 1) Install additional raised pavement markers, 2) further analyze the incursion trajectories and potentially refine recommendations, and 3) present follow-up reports to the City Traffic Commission ("CTC") and Council.

The raised pavement markers were installed immediately following the City Council meeting, and the results of the additional analysis and recommendation refinements are presented below.

Because several potential concepts discussed in this report (and its associated attachments) involve matters that typically are not within the CTC's purview, the CTC is not being asked to act on this item (only receive and file.) Rather, the intent is to present the information to CTC to solicit input, including that from the public, before presenting to City Council for potential action.

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Working together with the Orange Police Traffic Bureau, staff plotted and analyzed all reported Plaza incursions between January 2018 and October 2025. The findings were discussed in a memorandum (attached for reference) containing various tables, charts, and exhibits that summarize the accident data. Moreover, key findings include:

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Peer Review

Staff also retained Fehr and Peers to conduct a peer review of previous recommendations and provide additional input, the results of which are provided in the attached letter report.

Fehr and Peers concurred with all the findings and recommendations that staff presented to City Council on September 23rd. In addition, several additional concepts were discussed, including implementing raised crosswalks at Plaza entry points and on the Chapman Avenue approaches. While this concept had been contemplated by staff, it was not presented to City Council for consideration due to potential impacts to emergency response vehicles.

Refined Recommendations

Based on the September 23rd City Council report, Accident Trajectory Analysis, and Peer Review, viable recommendations to the City Council include:

1. Install enhanced bollards on Chapman Avenue approaches. Cost expected to be moderate, approximately $300,000.
2. Install raised median “splitter” islands at all approaches. Cost is expected to be moderate, approximately $300,000.
3. Evaluate the feasibly of raised crosswalks at Plaza entry points and on the Chapman Avenue corridor, including drainage and emergency services impacts. Cost cannot be determined until feasibility study is completed.
4. Turn off Plaza Park lighting during late night hours to reduce the appearance of a through street. Cost is expected to be minimal and involves minor electrical work.

Each of the above, especially when in combination, is expected to reduce the frequency of Plaza incursions. Conceptual exhibits showing the bollard and splitter island concepts are attached for reference.

Lastly, the raised crosswalks can be installed in conjunction with the raised median island and expected to calm traffic and enhance pedestrian comfort along the Chapman Avenue approaches to the Plaza.

7. ATTACHMENTS

- September 23, 2025, City Council Staff Report
- Analysis of Plaza Park Incursions Memo
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- Fehr and Peers Letter Report
- Proposed Bollard Enhancement Concept
- Splitter Island Concept

Agenda Item

Orange City Council

Item #: 8.2. 9/23/2025 **File #:** 25-0517

TO: **Honorable Mayor and Members of the City Council**

THRU: **Jarad Hildenbrand, City Manager**

FROM: **Christopher Cash, Public Works Director**

1. SUBJECT
Discussion of potential traffic modifications and safety enhancements to the Orange Plaza

2. SUMMARY
Chapman Avenue and Glassell Street intersect Plaza Square, the circular roadway surrounding Plaza Park. Staff have evaluated several suggested concepts for enhancing Plaza Park, as well as modifying the Chapman and Glassell approaches to Plaza Square. These are discussed below for the City Council's consideration.

3. RECOMMENDED ACTION
Provide staff with direction on any combination of potential modifications that the City Council wishes to pursue.

4. FISCAL IMPACT
None at this time. Potential costs will vary significantly based on the specific enhancements selected and are discussed in the report. Actual fiscal impacts will be determined and reported when engineering design and construction contracts are awarded, or when a related budget appropriation is requested.

5. STRATEGIC PLAN GOALS
Goal 5: Improve infrastructure, mobility, and technology
Goal 6: Ensure the preservation of historic resources

6. DISCUSSION AND BACKGROUND
Over the years, in response to concerns over Plaza incursions, several modifications have been implemented to the approaches to the circular roadway, including the installation of reflective raised pavement markers, supplemental traffic signs, roadway delineators, and nighttime traffic signal timing modifications.

In March 2022, the City Council authorized the purchase of protective bollards to be installed at select locations along the perimeter of Plaza Park. These bollards were intended to protect pedestrian walkways within Plaza Park. Additionally, lighting upgrades were made to Plaza Park to enhance the visibility of the circle during nighttime hours. In November 2022, a construction contract was awarded, and the installation was completed in early 2023.

After a recent vehicle incursion into Plaza Park, City Council directed staff to evaluate additional options, including roadway modifications, park enhancements, and operational changes that could potentially reduce future incidents. Specifically, staff were asked to evaluate the following concepts:

1. Additional crash rated bollards
2. Boulders
3. Rumble strips
4. Nightly street closure
5. Raised median islands

Supplemental Bollards

In 2023, 16 crash-rated bollards (two at the beginning of each of the eight pedestrian walkways leading to Plaza Park) were installed, as shown in Attachment 1. These bollards were aesthetically designed in consultation with the City's historic preservation consultant and the Old Towne Preservation Association (OTPA) and placed at locations expected to most benefit pedestrians and park visitors. The configuration of the existing bollards effectively forms a row of four bollards facing each of east and westbound Chapman Avenue, and north and southbound Glassell Street.

Staff have developed a concept to augment the existing bollards, which would be achieved by adding eleven additional bollards to each row, as shown in Attachment 2. Doing so would increase the width of the existing bollard rows while also filling in the gaps between. The supplemental bollards being contemplated have been vetted through the City's historic preservation consultant and are also crash rated. Moreover, they would be slightly smaller but have a similar appearance (color and shape) to the existing 16. The additional width and density of the bollard rows effectively create barriers that substantially reduce the likelihood of errant vehicles (from any of the four directions of traffic) entering Plaza Park.

The cost of installing supplemental bollards is estimated to be approximately $500,000.

Boulders

Depending on size and weight, boulders, whether natural or manufactured, can be heavy landscape elements with the potential to slow vehicles down; however, they are not engineered to be crash barriers. Whereas boulders, or similar objects, might be deployed in certain commercial parking lots, they are generally used in lower speed situations where impact is not expected to be head-on, and may be anchored into the ground. In the case of free-standing boulders in a potential head-on incident, there is the potential that the boulders become significantly displaced or fractured. Both scenarios could possibly result in the bolder or its fragments inadvertently causing injury or damage.

Rumble Strips

Rumble strips are commonly used on highways to provide audible and tactile information to drivers, including communicating the edge of the roadway to reduce incidents of drivers drifting off the road, or as a series of transverse (perpendicular) strips to alert motorists to slow down. While the installation cost is negligible, rumble strips are intended to generate noise. In the Old Towne setting, where residential dwellings, including mixed use buildings, are nearby, there are potential noise

impacts to residents, especially overnight.

While there are potential drawbacks, rumble strips can be implemented quickly and cost effectively.

Overnight Plaza Closure

The closure of the Plaza to vehicle traffic, specifically the circular roadway and the “spoke” streets (100 blocks of Glassell and Chapman) that feed into it, involves several considerations.

For perspective, Glassell Street and Chapman Avenue, respectively, carry approximately 800 and 1,000 vehicles, respectively, in the vicinity of the Plaza between the hours of 10PM and 5AM. Moreover, there are approximately 125 on-street parking spaces within the footprint of the potential closure area. The Plaza also serves as an emergency response route, limited truck route, and provides direct storefront access to many businesses. The closure could require late night visitors to park away from their destinations, potentially affecting businesses; leave parked vehicles stranded or needing to be towed; and increase emergency response times.

Closing the Plaza would also divert traffic onto other streets in the area. Through and regional traffic might re-route to parallel arterial and collector roads, including Batavia and Collins avenues, and Cambridge and Shaffer streets; however, traffic with a nearby destination would need to weave through the local street network, much of which is residential.

Furthermore, a nightly closure would require daily set-up and tear-down of traffic control and barriers, and availability of city crews, similar to that for special events. While the footprint of the closure would be slightly reduced compared to those for the typical Plaza events, it is still recommended that the closure perimeter be secure with barriers, as shown in Attachment 3.

The City rents barriers for special events such as Street Fair. For daily deployment, purchasing barriers would be more cost-effective. In addition, set-up, monitoring (including providing emergency vehicle access when required,) and tear-down would need to be performed by an in-house city crew. While such accommodations can be made for the occasional special event, providing this level of daily staffing would likely be infeasible within existing resources. As a result, additional staff would need to be hired, in conjunction with augmenting work responsibilities of existing personnel. Lastly, different barrier systems may be available but require additional research - and there is often an inverse relationship between capital costs and ongoing labor needs.

A rough range of estimated costs for operating this option 365 days a year (depending on barrier system) would be as follows:

- Initial Capital Outlay: $500,000 to $800,000
- Annual Staffing (subject to labor cost increases): $150,000 to $400,000

Raised Median Island

A key feature of many circular roadway approaches is the splitter island, a raised median island that increases in width as it approaches the circle. Splitter islands can serve several potential functions, including, among others, providing shelter for pedestrians, encouraging slower speeds, channelizing traffic into the circular roadway, separating in and outbound traffic, and providing an opportunity to add landscaping.

In the case of the Plaza, the splitter islands at each of the four approaches would contain landscaping designed in consultation with the City's historic preservation consultant. The result is expected to be a visible and functional roadway feature that can be seen by approaching motorists and provides the aforementioned traffic benefits. In the event that an errant or drunk driver attempts to continue straight through, the raised curb is expected to slow or stop vehicles before they reach Plaza Park. Should any vehicles reach the park perimeter, they would presumably be travelling at slower speeds.

The splitter island could also be supplemented with modified pavement markings, traffic signs, and upstream flashing beacons. Attachment 4 depicts the conceptual layout of splitter islands in the Plaza. While the introduction of raised medians would require minor reconfiguration of Street Fair vendor booths, there appear to be opportunities to re-design the layout in a manner that minimizes event impacts.

The estimated cost is approximately $300,000.

Recommendation

Staff does not recommend installing boulders or rumble strips for the reasons mentioned above. In addition, the closure concept is not recommended due to cost and logistic challenges.

The median islands are a common circular roadway entry feature that is widely accepted to be effective in controlling approach speeds and channelizing traffic. They can also be designed to be effective entry features that are aesthetically compatible with the surrounding area.

While the raised median islands are expected to reduce frequency and severity of Plaza incursions, expanding the effective area of the crash bollards could provide an added layer of protection for both the Plaza and any occupants within.

Based on the above, staff recommend the combination of median islands and additional bollards, with a total cost of approximately $900,000. Funding for some of these improvements would be eligible for Gas Tax expenditures with the remainder of the improvements coming from the General Fund.

Staff have previously vetted these recommended potential improvements with the City's historic preservation consultant due to its location within the Historic District. Further, these recommendations have been discussed with OTPA.

7. ATTACHMENTS

- Attachment 1 - Existing Bollard Configuration
- Attachment 2 - Enhanced Bollard Configuration
- Attachment 3 - Street Closure Schematic w/Meridian Barrier
- Attachment 4 - Splitter Island Concept

Attachment 1 - Existing Bollard Configuration

Legend:

○ Existing Bollards

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NTS

	NAME	DATE
DRAWN	DRAWN	MM/DD/YY
DESIGNED	DESIGN	MM/DD/YY
CHECKED	CHECKED	MM/DD/YY

CITY OF ORANGE
OFFICE OF THE CITY ENGINEER

Attachment 2 - Enhanced Bollard Configuration

SCALE: HORIZ. AS NOTED VERT. AS NOTED | F.B._____ PG. _____ | SHEET # OF ## SHEETS | ##

Attachment 2 - Enhanced Bollard Configuration

Legend:

- Existing Bollards
- Proposed Bollards

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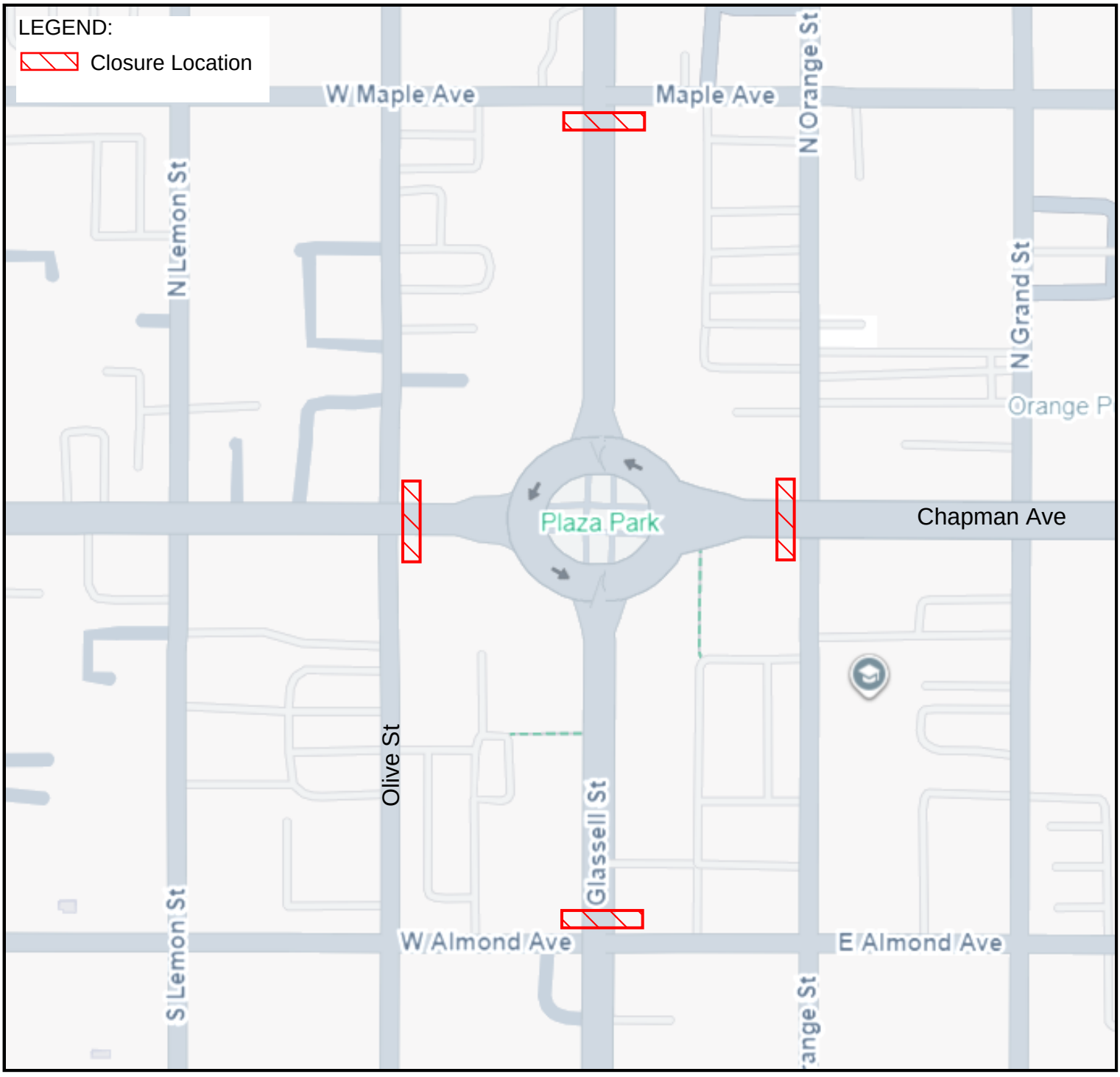
	NAME	DATE
DRAWN	DRAWN	MM/DD/YY
DESIGNED	DESIGN	MM/DD/YY
CHECKED	CHECKED	MM/DD/YY

CITY OF ORANGE
OFFICE OF THE CITY ENGINEER

Attachment 2 - Enhanced Bollard Configuration

SCALE: HORIZ. AS NOTED VERT. AS NOTED | F.B._____ PG._____ | SHEET # OF ## SHEETS | ##

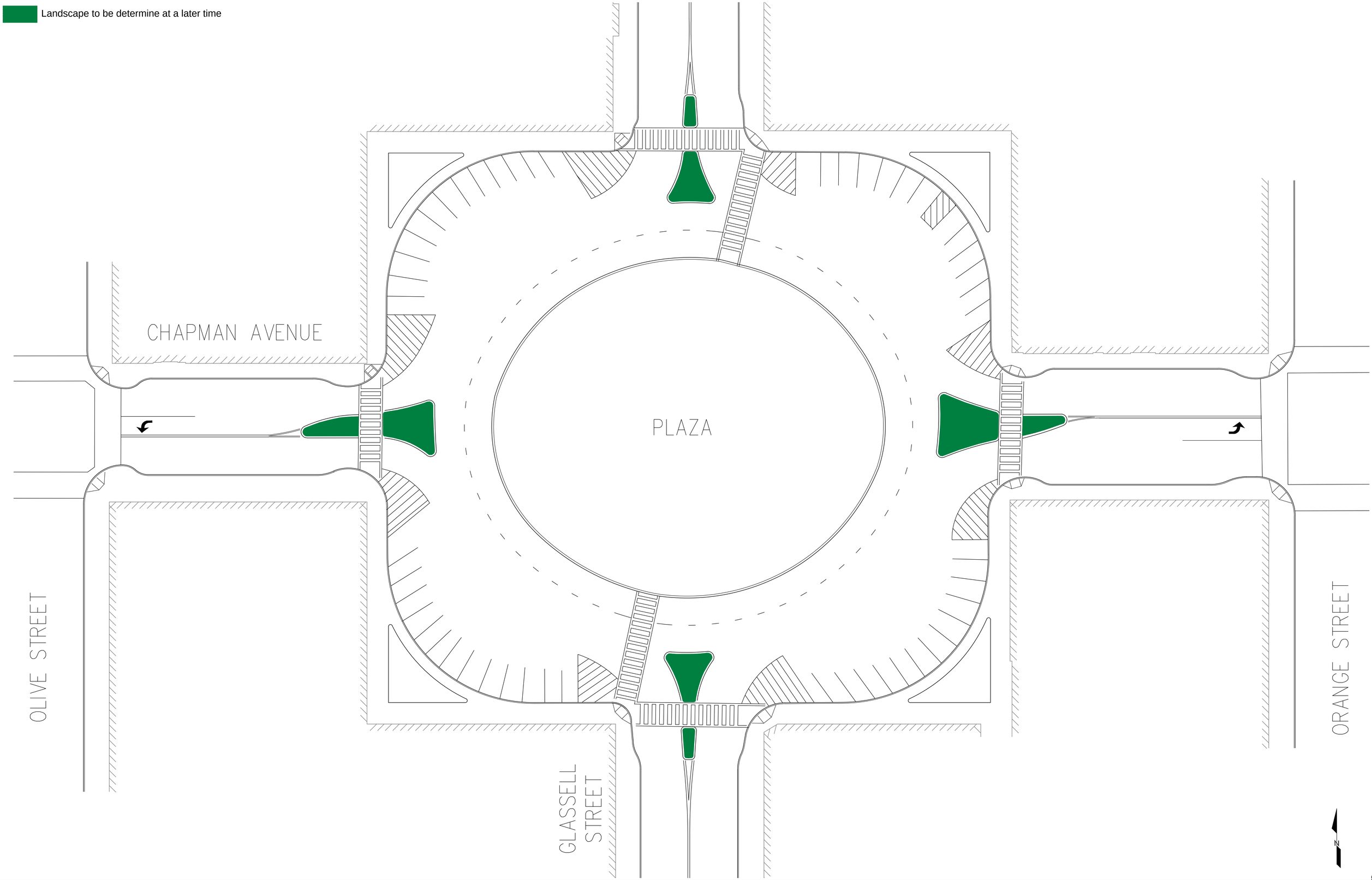
Attachment 3 - Street Closure Schematic w/ Meridian Barrier



Attachment 4 - Splitter Island Concept

LEGEND:

Landscape to be determine at a later time



Memo

To: Christopher Cash, Public Works Director

From: Larry Tay, Deputy PW Director/City Traffic Engineer

Date: October 22, 2025

Re: Analysis of Plaza Park Incursions (2018 through Present)

In response to City Council direction (9/23/25 meeting) that resulted from the agenda item discussing various concepts for enhancing Plaza Square/Plaza Park, staff performed a more detailed analysis of recent park incursions, including plotting the trajectories and points of entry of errant vehicles.

Working together with the Orange Police Traffic Bureau, staff plotted and analyzed all reported Plaza incursions since January 2018. Presented below are various tables, charts, and exhibits that summarize the accident data, along with a discussion of key findings.

Table 1 - All Plaza Incursions 2018 to Present

Plaza Accidents 2018 -2025						
Direction	# Accidents	DUI	Santa Ana Police Chase	Unsafe Speed	Unsafe Turning Movement	Unknown
East	27	19	0	7	1	0
West	11	7	0	2	1	1
North	4	3	1	0	0	0
South	1	1	0	0	0	0
Total	43	30	1	9	2	1

Figure 1 – Year-by-Year Accident Frequency

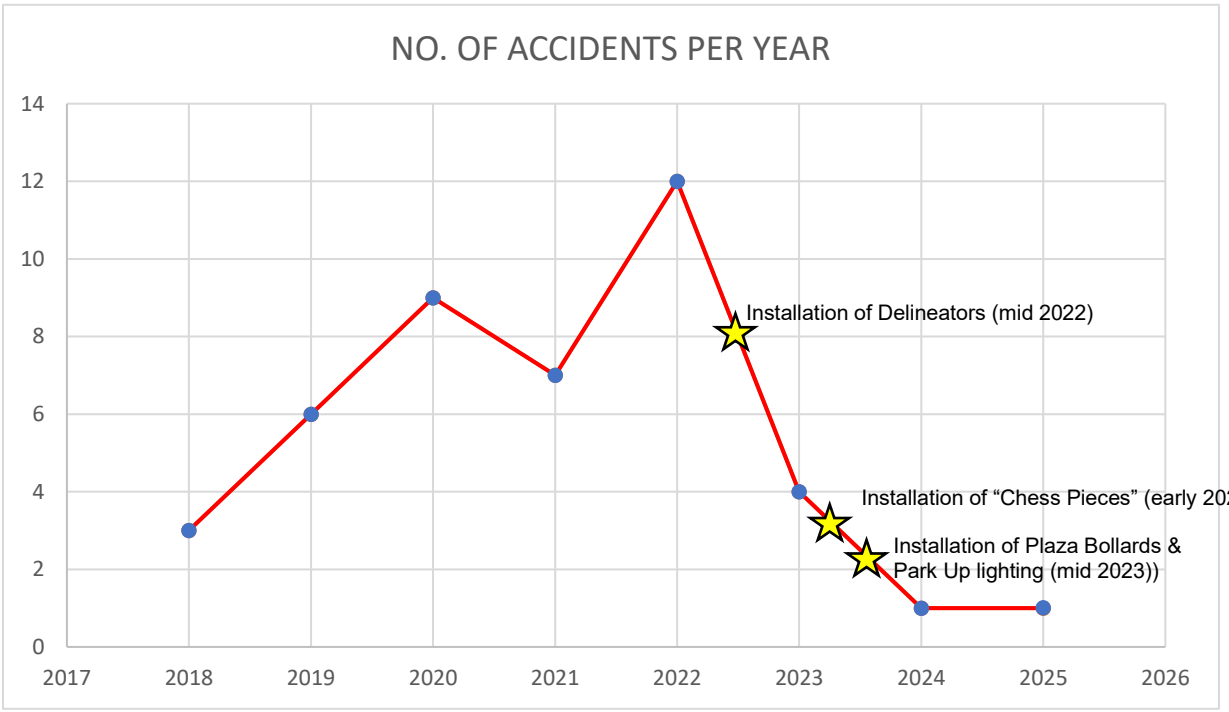


Figure 2 – Accidents by Direction

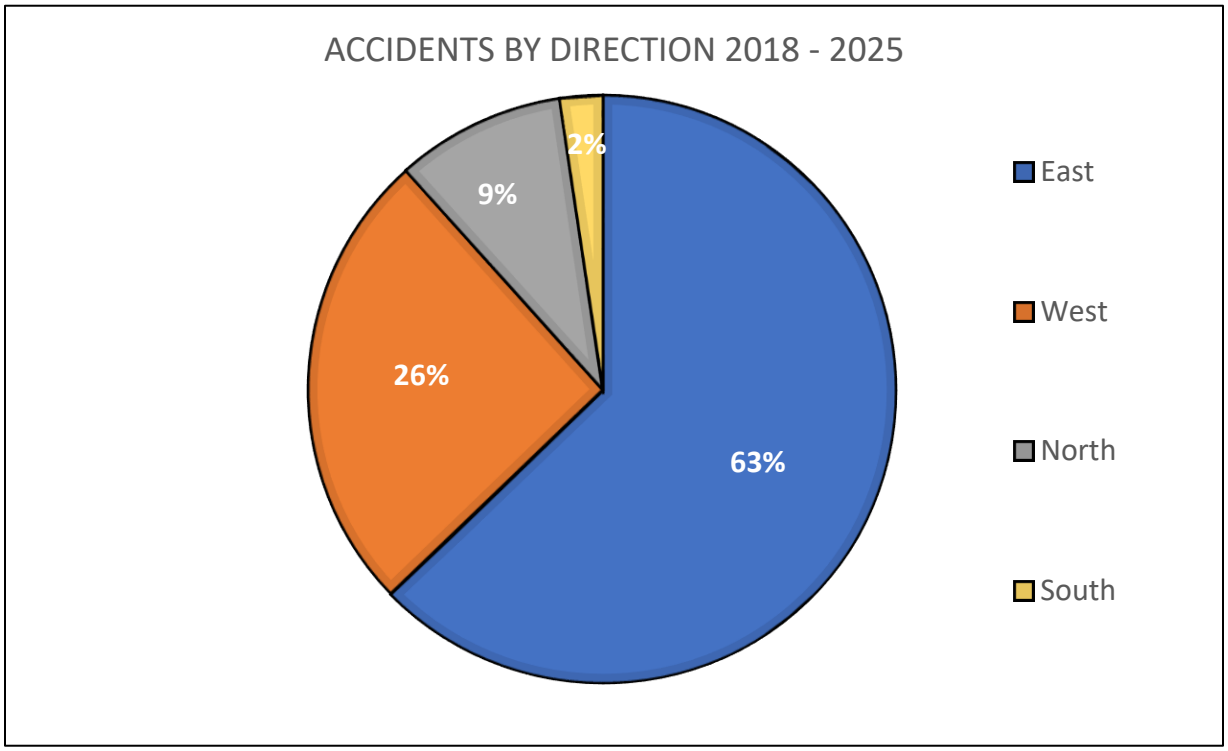


Figure 3 – Percentage of DUI Incursions by Direction

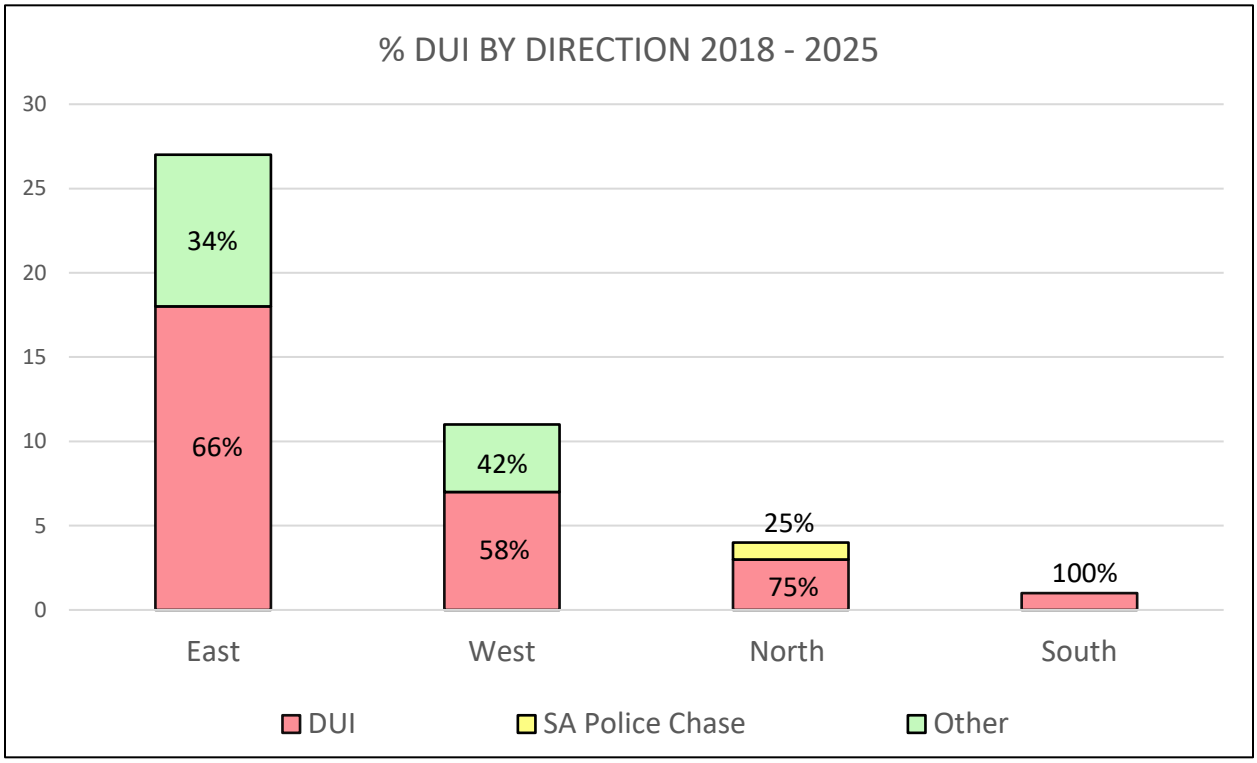
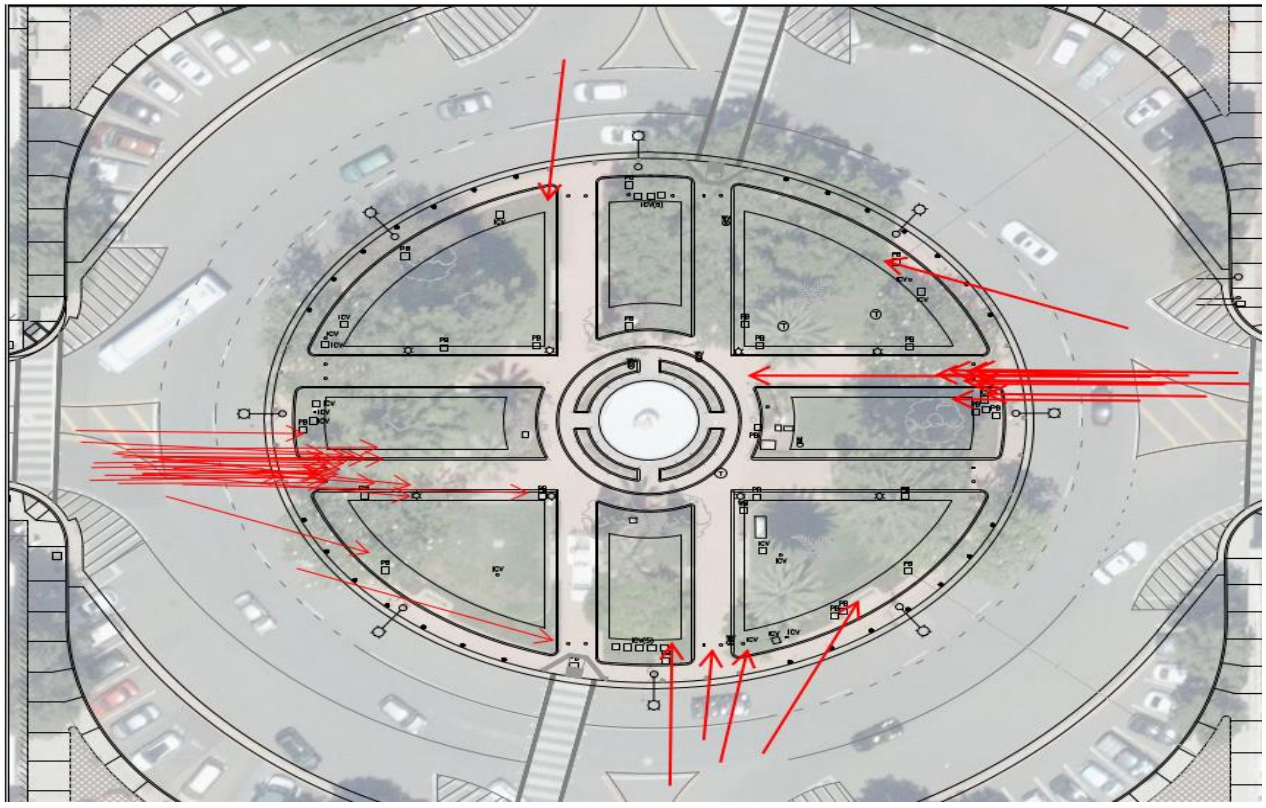


Figure 4 – Trajectory Diagram



Discussion and Key Takeaways

- Since 2018, there have been 43 reported Plaza incursions.
- The number of accidents trended upward during the COVID/Plaza Paseo years - but has been significantly declining ever since (some supplemental measures deployed in last 3 years may have contributed to that reduction).
- Went from a peak of 12 accidents in 2022, to 1 in each of the past two years.
- Of the 43 accidents, 30 accidents (70 percent) involved DUI. Another was the result of a police chase involving Santa Ana PD.
- Of the remaining 12 accidents, 9 involved unsafe speed (entering the circular roadway – not necessarily speeding on the "spoke" streets), 2 involved improper turning movements, and 1 had a cause unknown.
- 38 of the 43 accidents involved a vehicle traveling on Chapman Avenue (27 eastbound, 11 westbound.) And 5 involved Glassell (4 northbound and 1 southbound).
- All five accidents on Glassell were involved either DUI or the aforementioned police chase. A significant majority of the Chapman incidents involved DUI.
- All but one of these accidents occurred during darkness. All but two (both DUI) occurred between 10 PM and 5AM.
- The "spray pattern" from the plotted trajectories suggest that incursions from any given approach tend to occur between the prolongation of the approaching roadways' centerlines and right curb lines.
- Based on the spray pattern, the selective placement of additional bollards would involve more than just a "couple extra" units, look very asymmetrical, and leave portions of the treated approaches susceptible.
- Based on the accident diagram, one option is to enhance bollards on the Chapman sides of the Plaza, as originally presented (expanding coverage and filling in the central gaps by adding 11 bollards to each approach,) and leave the Glassell sides as-is.
- Staff will continue to review traffic calming enhancements - with the goal of presenting potential recommendations, including, but not limited to, bollard additions, as an information item to the CTC at their December meeting.

Accident Trajectory Diagram

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Accident Trajectory Diagram

	NAME	DATE
DRAWN	DRAWN	MM/DD/YY
DESIGNED	DESIGN	MM/DD/YY
CHECKED	CHECKED	MM/DD/YY

SCALE: HORIZ. AS NOTED VERT. AS NOTED | F.B._____ PG._____ | SHEET # OF ## SHEETS | ##

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By: Mario Prado Flores on 10/6/2025 10:07 AM

Fehr & Peers

Memo

Date: December 3, 2025

To: Larry Tay, City of Orange

From: Matt Benjamin, Delia Votsch, Fehr & Peers

Subject: Traffic Modifications and Safety Enhancements to the Orange Plaza

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Fehr & Peers has been retained by the City of Orange to review potential traffic modifications and safety enhancements to the Orange Plaza that would reduce vehicle incursions into Plaza Park. City staff have previously reviewed potential enhancements and prepared a report on 9/23/25 summarizing their considerations and recommendations. We have prepared comments on the 9/23/25 staff report and discussion of additional enhancements that could be considered on Chapman Avenue to reduce vehicle speeding and incursions into Plaza Park.

Our recommendations are based on our evaluation of the existing roadways, primarily focused on treatments that could reduce speeds and direct vehicular traffic to navigate the circle appropriately.

Comments on 9/23/25 Staff Report

Raised Median Island (Splitter Islands)

We agree with the City's recommendation that splitter islands provide opportunities for landscaping while "providing shelter for pedestrians, encouraging slower speeds, channelizing traffic into the circular roadway, separating in and outbound traffic". This would be the most effective solution to reduce the speed of traffic entering the circular roadway, providing a significant safety benefit. Properly channelizing and deflecting motorists to the right as they enter the circular roadway may obviate the need for additional crash rated bollards on the portions of Plaza Park exposed to entry points. The raised splitter islands could be implemented in advance or in conjunction with the supplemental bollards discussed below. Raised median islands should include some additional considerations prior to final design including a review of drainage conditions and a consultation with emergency services. The design process and emergency vehicle turning analysis may reveal opportunities to install crash rated bollards on some parts of the splitter islands.

While splitter islands can be installed with less expensive "quick-build" materials, this design would provide a visual cue, but no physical deflection of vehicles entering the circular roadway. Another consideration is that quick-build materials such as plastic bollards are damages quickly and result in an aesthetic quality likely to be found unacceptable to the community and the Old Town Preservation Association. Another quick build-strategy could include a combination of painted splitter islands and concrete planters, but sight distance, maintenance, and potentially less effective channelization are among the drawbacks as compared with raised concrete splitter islands.

Recommendation: Implement

Supplemental Bollards

Crash-rated bollards are an effective treatment to protect people and public amenities within the Plaza Square central island. Fehr & Peers agrees with the City staff recommendation to install additional bollards extending beyond the sidewalk access points to the fountain. This will prevent intrusion and damage to landscaped areas where people could be also present.

Recommendation: Implement

Boulders

We agree with the City's discussion, boulders may have aesthetic value or provide other benefits to a landscaped area but are not designed or engineered to provide traffic safety benefits. In addition to the notes the City made, boulders could also take valuable space in the public right-of-way that could be allocated to pedestrians, bikes, or other users of Plaza Square without providing a safety benefit.

Recommendation: Not recommended unless boulders can be acquired with proven crash ratings and a strong community preference emerges for boulders over bollards.

Rumble Strips

Rumble strips are typically used in rural highway environments where motorists may be lulled into inattentiveness. Longitudinal rumble strips (parallel to direction of travel) help prevent drifting off the highway. Transverse rumble strips (installed in a series across the travel lane) alert motorists to upcoming stop or yield conditions that may appear suddenly at highway speeds. In the Orange Plaza rotary, longitudinal rumble strips would have to be crossed frequently to access parking. Transverse rumble strips on approaches to the Orange Plaza rotary may produce an undesirable level of noise as noted by City staff and could negatively impact bicyclists.

Recommendation: Not recommended unless all near-term and other recommended options prove infeasible or inadequate.

Plaza Closure

Temporary (Overnight Only)

We agree with the City's comments that an overnight closure would require planning to accommodate a diversion in both vehicle capacity and parking supply. However, temporary closures, whether overnight daily or only for special events (as noted in the staff report) would remove traffic from entering Plaza Square and therefore reduce the likelihood of traffic collisions in Plaza Square and incursions in Plaza Park. As the staff report notes, set-up and tear-down of a barrier system need to be considered, both in capital and maintenance costs but also labor costs.

Recommendation: Not recommended at this time unless all near-term and other recommended options prove infeasible or inadequate. Then evaluate if the recurring overnight closure would be financially feasible and would adequately serve overnight operational and access needs.

Permanent

Additionally, a permanent closure of Plaza Square would have many of the tradeoffs and considerations that staff report for the overnight closure. Parking supply would need to be accounted for, including pick-up/drop-off space associated with food deliveries and taxi/TNC use by patrons and visitors. Traffic diversion could also have potential implications on nearby streets, with north/south traffic on Glassell most likely shifting to Orange Street and Olive Street. East/west traffic on Chapman Avenue poses a more complex challenge, as nearby parallel streets such as Almond Ave or Maple Ave do not have the capacity or designation to support as much traffic as Chapman Ave does. Additional study would be required to understand and plan for the parking and traffic diversions, however a full closure of Plaza Square would provide reductions in vehicular collisions and potential incursions into Plaza Park.

Recommendation: Not recommended at this time unless all near-term and other recommended options prove infeasible or inadequate. Long-term implementation could be considered only after substantial study to evaluate safety, traffic operations, urban design, effects on the City's paid parking program, historic preservation, and community preferences with a particular focus on whether operational and access needs could be adequately maintained.

Other Enhancements

In addition to the enhancements discussed in the staff report, we recommend that the City consider these additional enhancements around Plaza Square.

Raised Crosswalks

Raised crosswalks provide traffic calming and safety benefits by increasing the visibility of pedestrians and slowing vehicle traffic. Raised crosswalks could be effective for the pedestrian crossings on Plaza Square. Raised crosswalks at the entry and exit points to the rotary could be a more appropriate alternative to transverse rumble strips (discussed above) and could be designed and installed in conjunction with raised splitter islands. Raised crosswalks could also be considered on Chapman Avenue from Lemon Street to Grand Avenue to provide traffic calming benefits as vehicles approach Plaza Square.

Raising the crosswalks that traverse the circular roadway to Plaza Park could have an adverse effect on traffic operations and may not be desirable. Additional considerations with raised crosswalks that should be considered prior to final design would be a review of drainage conditions and consultation with emergency services.

Recommendation: Consider near-term implementation of raised crosswalks on approaches to the circular roadway in conjunction with the design of raised splitter islands.

Continuous Barrier

A continuous barrier installed on along the curb of Plaza Park would provide additional protection from vehicle incursion into the park, but may not be as effective or as durable as bollards. A barrier could slow oncoming traffic, but would not be installed where pedestrians access Plaza Park at the marked crosswalks, where bollards have already been installed. Furthermore, the continuous barrier may have aesthetic drawbacks or limit how the park is utilized during special events, with limited

additional benefit from the existing posts and chain that are currently installed around the perimeter of Plaza Park.

Recommendation: Consider as part of a larger study to evaluate, safety, traffic operations, urban design, historic preservation, and community preferences.

Reflective Paint

The city could consider enhancing the visibility of the existing curb and posts around Plaza Park by installing reflective paint on one or both of these surfaces. The benefits of this enhancement would provide enhanced visibility to alert drivers to the presence of the circle, especially at night, which would discourage vehicle incursions into Plaza Park. This would be a low cost and low complexity enhancement to reinforce and compliment the enhancements the City has already completed.

Recommendation: Consider for near-term implementation.

Summary

Treatment	Cost	Complexity	Recommendation
Raised Splitter Islands	Moderate	Low	Near-term priority
Supplemental Bollards	Moderate	Low	Near-term priority
Boulders	Low	Low	Not recommended
Rumble Strips	Low	Low	Not recommended
Overnight Plaza Closure	Moderate	High	Not recommended, consider a comprehensive study if other measures are inadequate
Permanent Plaza Closure	High	High	Not recommended, consider a comprehensive study if other measures are inadequate
Raised Crosswalks	High	Moderate	Consider near-term implementation with design of splitter islands.
Continuous Barrier	Low	Low	Potentially consider as part of long-term study
Reflective Paint	Low	Low	Consider near-term implementation

Note: Low costs would be approximately $300,000 or less, Moderate costs would range between approximately $300,000 to $600,000, and High costs would range from $600,000 or greater. These cost estimates are preliminary and would be subject to change based on detailed engineering design considerations.

Proposed Bollard Enhancement Concept

LEGEND:

PROPOSED BOLLARD

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Proposed Bollard Enhancement Concept

	NAME	DATE
DRAWN	DRAWN	MM/DD/YY
DESIGNED	DESIGN	MM/DD/YY
CHECKED	CHECKED	MM/DD/YY

SCALE: HORIZ. AS NOTED VERT. AS NOTED | F.B._____ PG._____ | SHEET # OF ## SHEETS | ##

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By: Marta Prado Flores on 12/2/2025 9:12 AM

Splitter Island Concept

LEGEND:

Landscape to be determine at a later time