

Rossmoor Traffic Study 2023



Presented by: OCPW/ Traffic Engineering
with support from FEHR & PEERS

09/12/2023



Presentation Outline

Area 1. School/ Montecito North

- Complaints
 - ✓ Congestion during school peak periods
 - ✓ Crosswalk safety
- 2 Alternatives

Area 2. Montecito South

- Complaints
 - ✓ Overspill parking from apartments/condos
 - ✓ Traffic safety concerns: speeding, sight distance
- 4 Alternatives

Area 3. Bradbury

- Existing Conditions
 - ✓ Overspill parking from apartments/condos
 - ✓ Traffic safety concerns: speeding
- 1 Alternative

Summary



Existing Conditions

Montecito & Shakespeare

- 8:00 AM <https://www.youtube.com/watch?v=DiBosXELMkM>
- 2:05 PM <https://www.youtube.com/watch?v=VVwAraluy0M>
- 4:00 PM <https://www.youtube.com/watch?v=uzfPlqZqnq8>

Montecito & Bostonian

- 2:05 PM <https://youtu.be/AOdxTB5Lx9U>
- 4:00 PM <https://www.youtube.com/watch?v=uWMJI2hLt6E>

Montecito & Bradbury

- 8:00 AM <https://www.youtube.com/watch?v=jPibASChhFI>

Area 1: School/ Montecito North

- Montecito Road from Bradbury Rd to Davenport Rd
- Shakespeare Drive and Bostonian Drive (east of Montecito Rd)



Primary Issues:

- Speed
- Crossing safety
- Lack of ATP



Montecito Rd

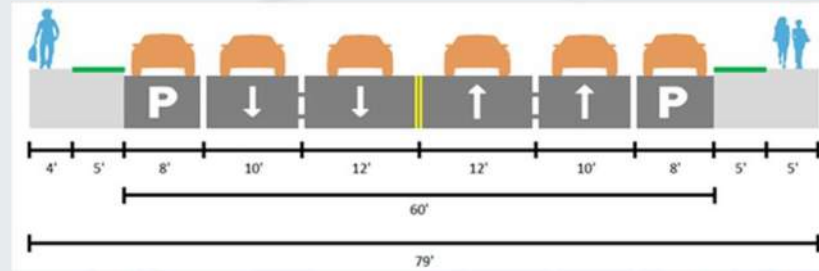


Shakespeare Dr/Bostonian DR

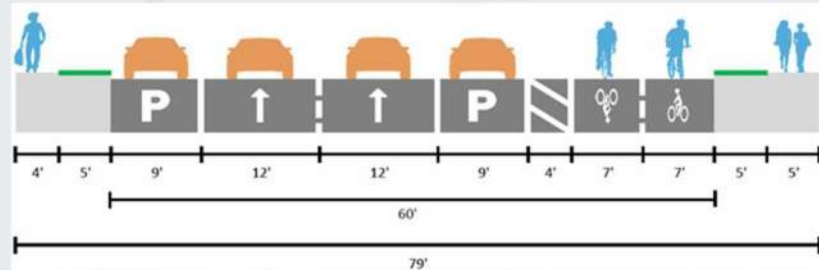


School/ Montecito North

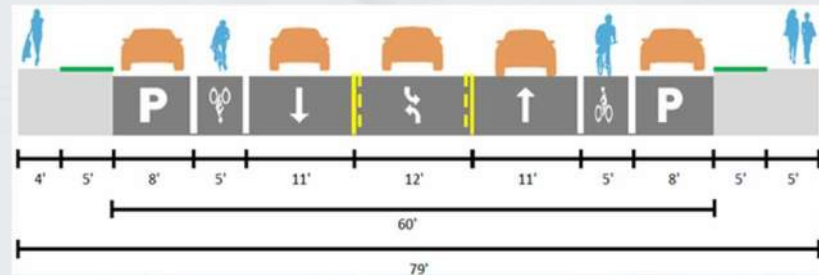
Existing: 4-lane, PP



Alt 1: One-Way St, 2.2-lane, PP



Alt 2: 3.1.1-lane, PP



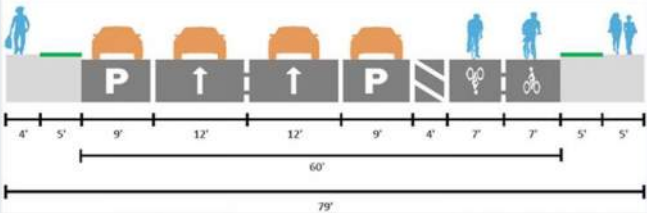
Alt. 1: One-Way Street, 2.2-lane , PP

➤ Montecito Road, Shakespeare Drive, and Bostonian Drive



Parking Supply

- Existing: 179
- Proposed: 179
- Next Change: 0



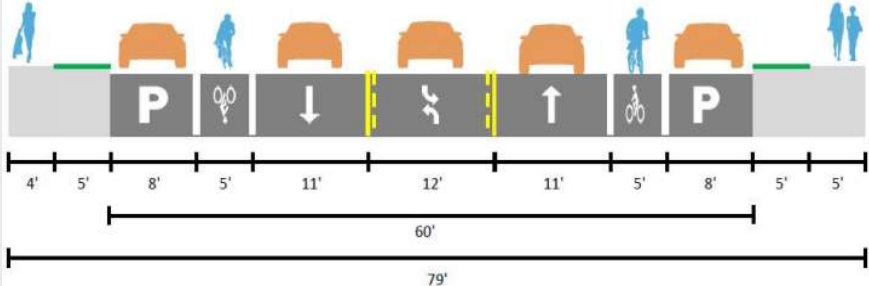
Alt. 2: 3.1.1-lane, PP

➤ Montecito Road (from Bradbury Road to Davenport Road)



Parking Supply

- Existing: 179
- Proposed: 179
- Next Change: 0



Evaluation – School/Montecito North

| Rubric | Score |
|---------------------|-------|
| Much Improvement | ● |
| Some Improvement | ◐ |
| No Improvement | ○ |
| Worse than Existing | ○ |

| School Options | Parking Space Quantity | Auto Convenience | Speed Management | Congestion | Pedestrian Safety/Comfort | Bicycle Safety/Comfort |
|-------------------|------------------------|------------------|------------------|------------|---------------------------|------------------------|
| Alternative 1 | 0 | ○ | ○ | ● | ○ | ● |
| Alternative 2 | 0 | ○ | ● | ◐ | ○ | ● |

[Simulation \(Alt 2 – AM\)](#)

Area 2. Montecito South

➤ Montecito Road from Tigertail Drive to Bradbury Road



Montecito Rd

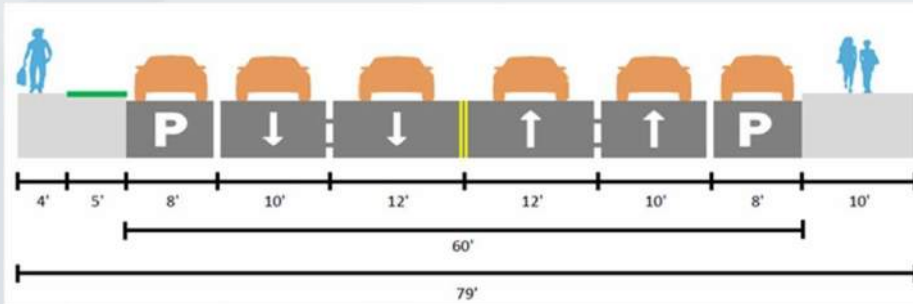


Primary Issues:

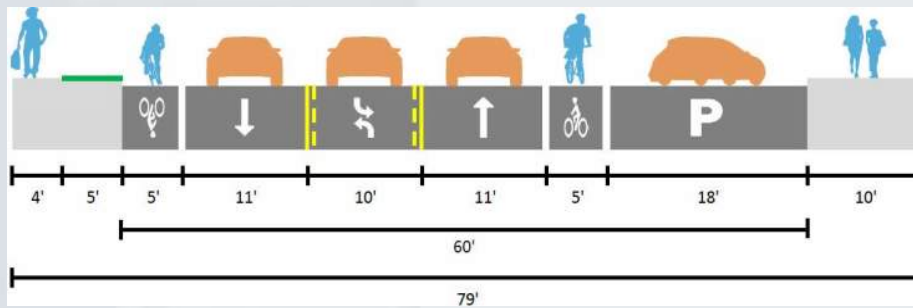
- Speed
- Parking

Montecito South

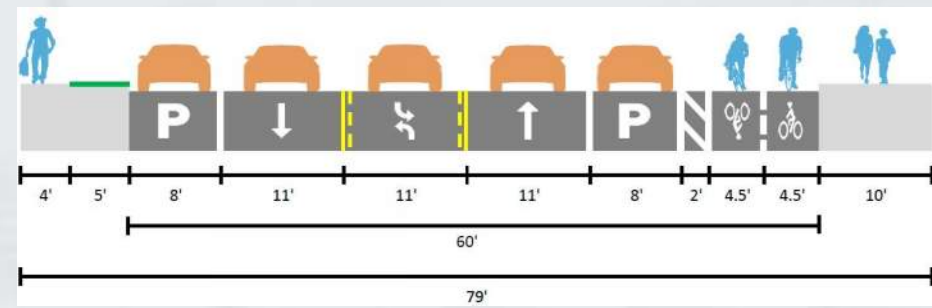
Existing: 4-lane, PP



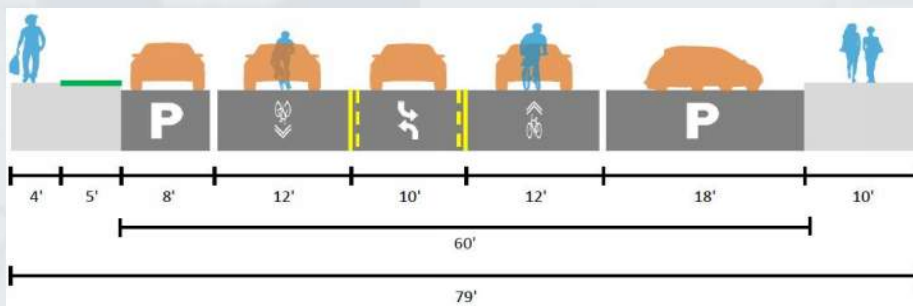
Alt 1: 3.1.1-lane, AP



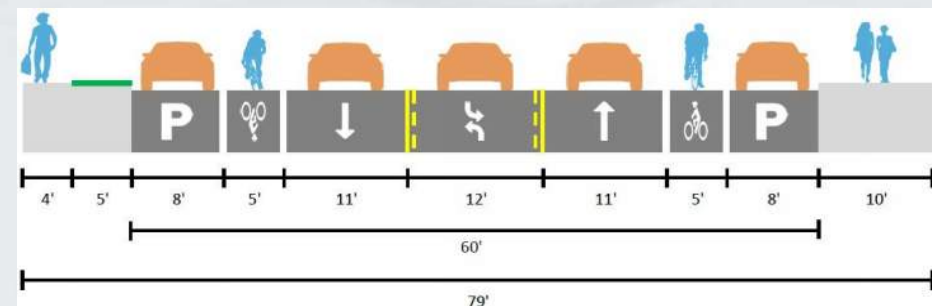
Alt 3: 3.2-lane, PP



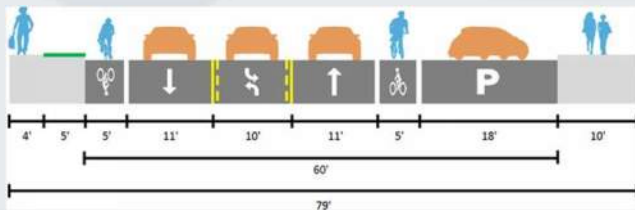
Alt 2: 3-lane, PP + AP



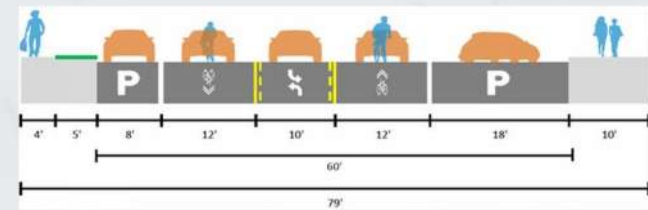
Alt 4: 3.1.1-lane, PP



Montecito South – Alt 1 & Alt 2



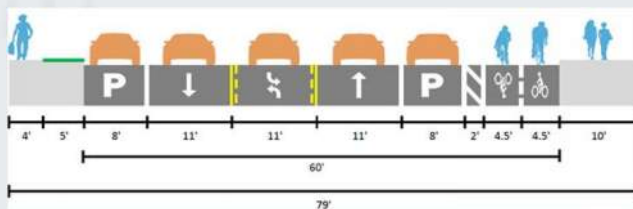
Alt 1: 3.1.1-lane, AP



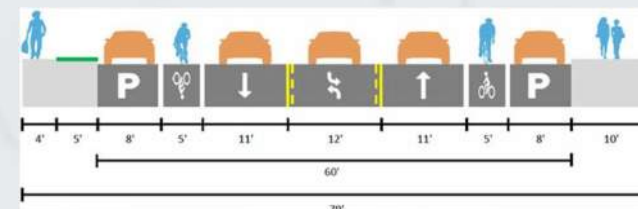
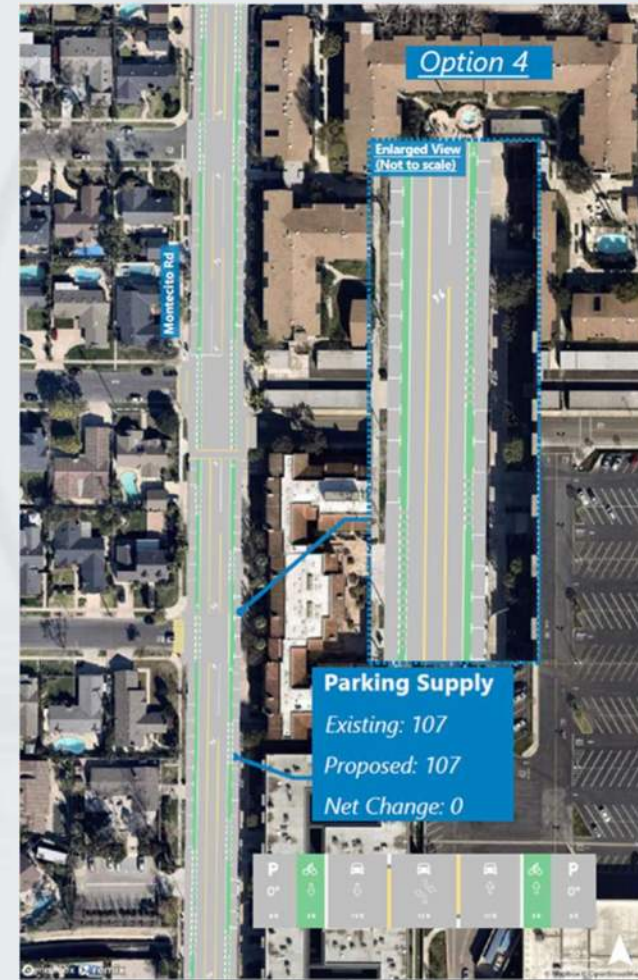
Alt 2: 3-lane, PP & AP



Montecito South – Alt 3 & Alt 4



Alt 3: 3.2-lane, PP



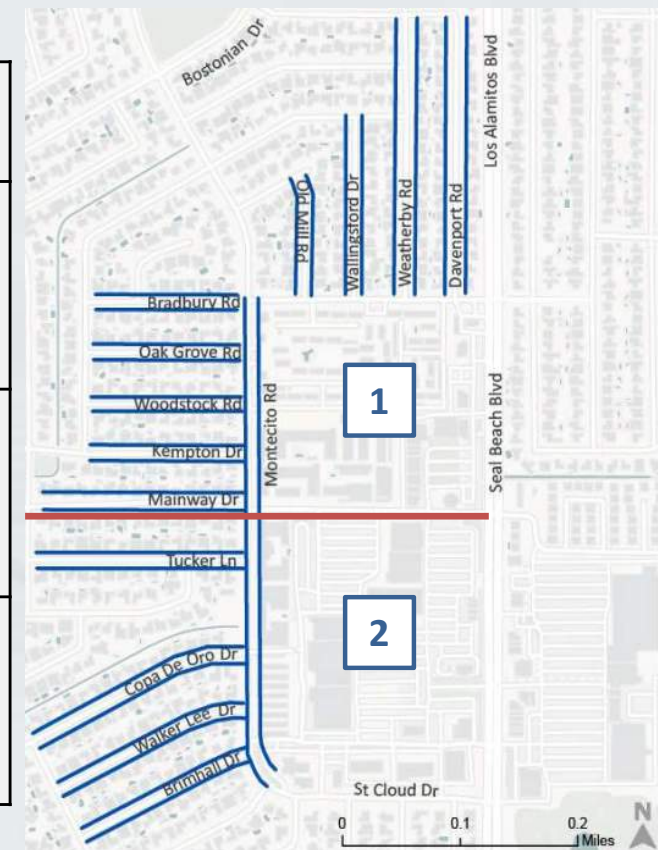
Alt 4: 3.1.1-lane, PP



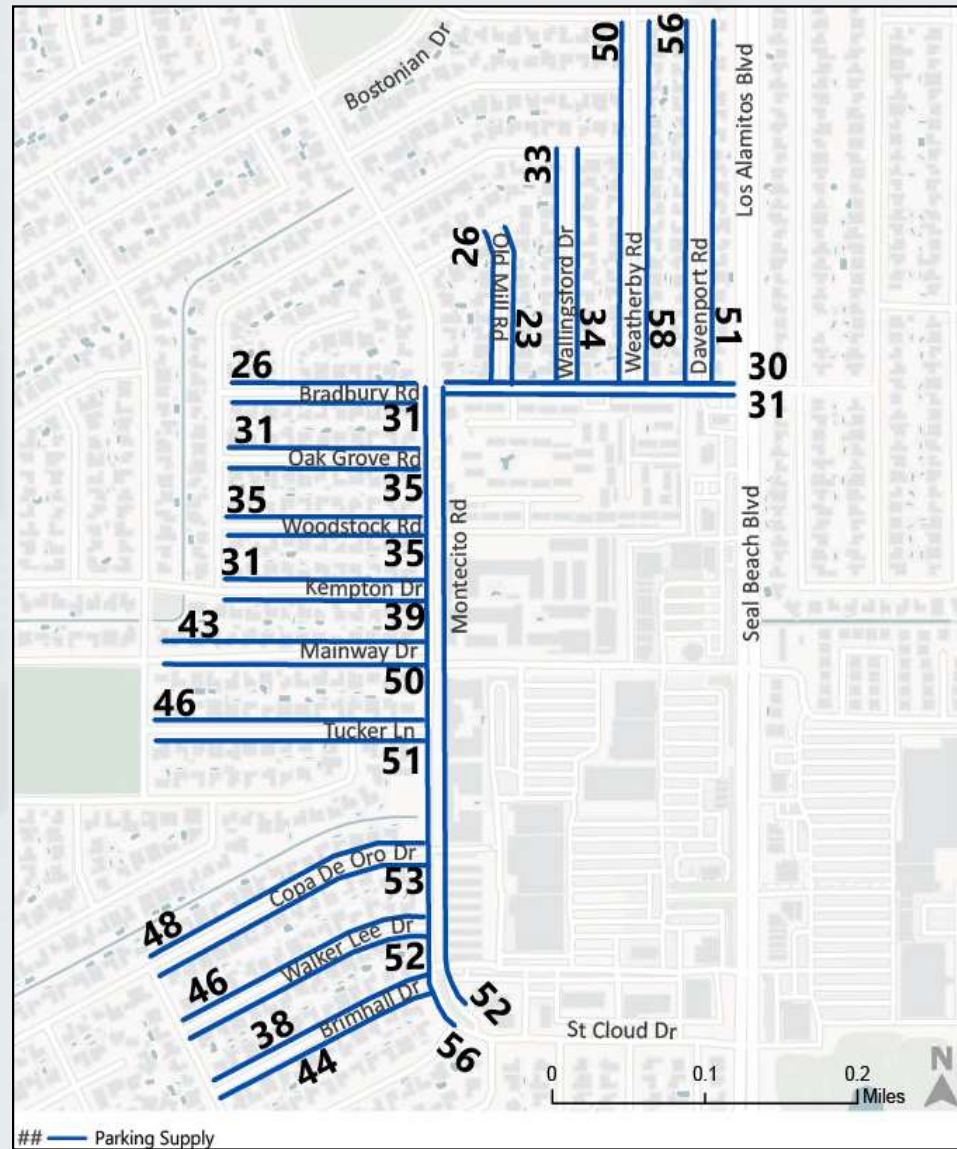
Parking Study

➤ Montecito Road and Residential Streets

| Area | Available Space | Wed 2-3 pm Available | Wed 9-10 pm Available | Sat 1-2 pm Available |
|-------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| 1 | Montecito: 64 Residential: 617 | Montecito: 19 Residential: 558 | Montecito: 8 Residential: 503 | Montecito: 7 Residential: 496 |
| 2 | Montecito: 44 Residential: 378 | Montecito: 16 Residential: 309 | Montecito: 8 Residential: 289 | Montecito: 11 Residential: 289 |
| Total | Montecito: 108 Residential: 995 | Montecito: 35 Residential: 867 | Montecito: 16 Residential: 792 | Montecito: 18 Residential: 785 |

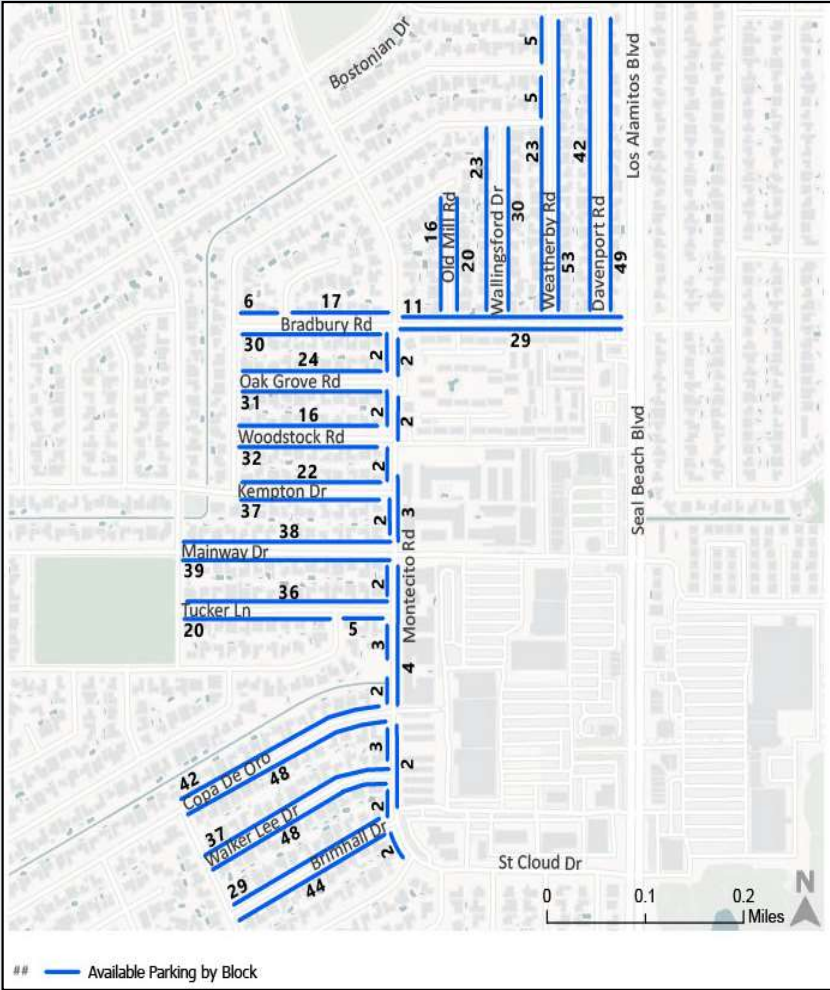


Existing Parking Supply

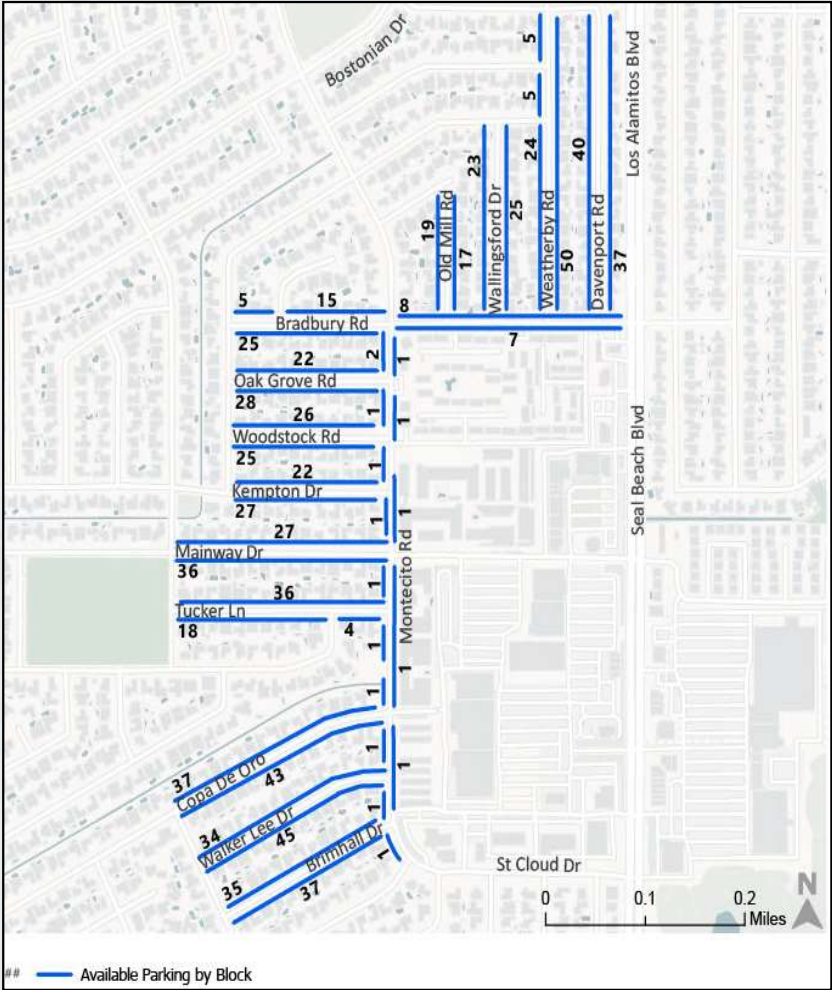


Available Parking Spaces by Block

Weekday Afternoon

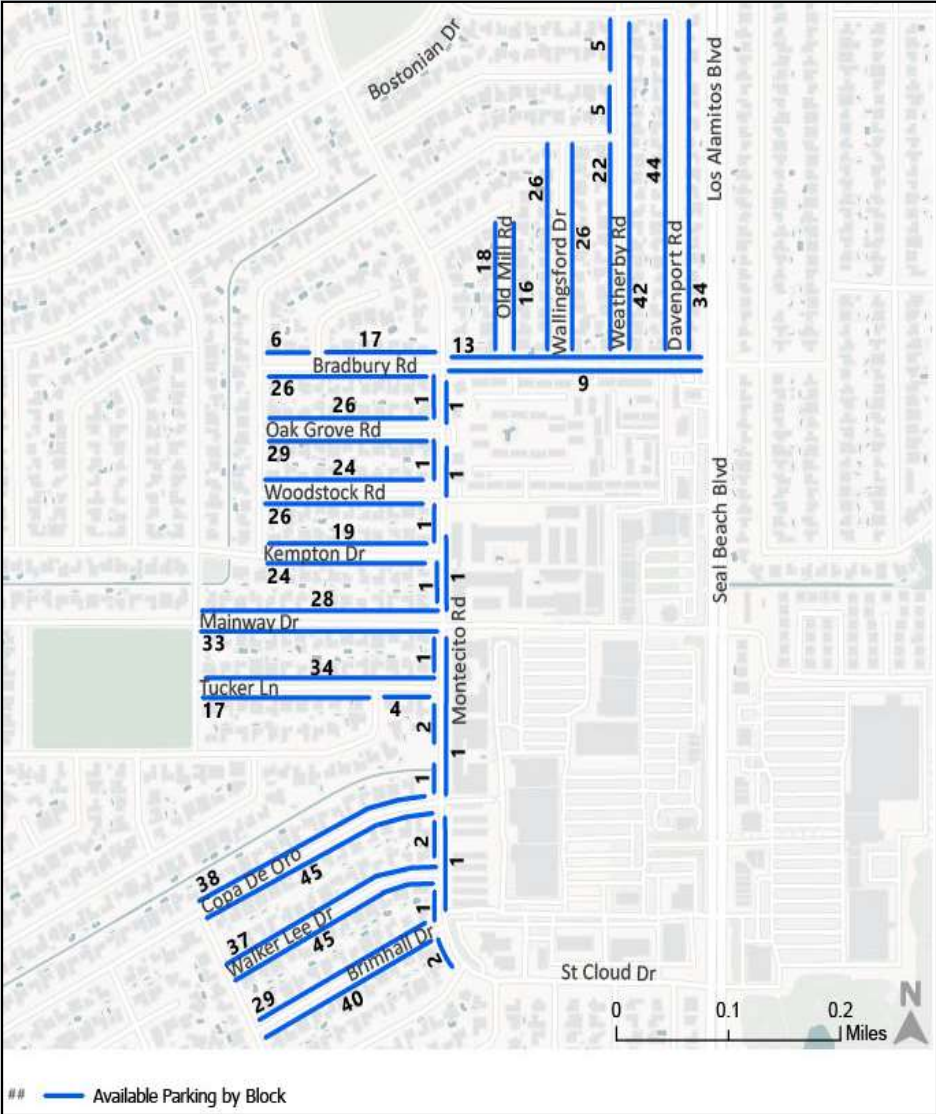


Weekday Evening



Available Parking Spaces by Block

Saturday Afternoon



Evaluation – Montecito South Options

Cross sectional studies found differences in crash rates of 50% to 70% lower for parallel than angle (ODOT File Code: TRA 07-01-05)

| Rubric | Score |
|---------------------|-------|
| Much Improvement | ● |
| Some Improvement | ◐ |
| No Improvement | ○ |
| Worse than Existing | ◌ |

| Montecito South Road Options | Parking Space Quantity | Parking Space Convenience | Auto Safety | Congestion | Pedestrian Safety/Comfort | Bicycle Safety/Comfort |
|------------------------------|------------------------|---------------------------|-------------|------------|---------------------------|------------------------|
| <p>Alternative 1</p> | 107+7 | ● | ◐ | ○ | ○ | ◐ |
| <p>Alternative 2</p> | 107+63 | ● | ◐ | ○ | ○ | ◌ |
| <p>Alternative 3</p> | 107+0 | ○ | ● | ○ | ○ | ● |
| <p>Alternative 4</p> | 107+0 | ○ | ● | ○ | ○ | ● |

[Simulation \(Alt 4 – AM\)](#)

[Simulation \(Alt 2 – PM\)](#)



Area 3. Bradbury Road

➤ Bradbury Road from Montecito Road to Davenport Road

Primary Issues:

- Speeding
- Parking



Bradbury Rd

Parking Study

➤ **Bradbury Road, east of Montecito Road**

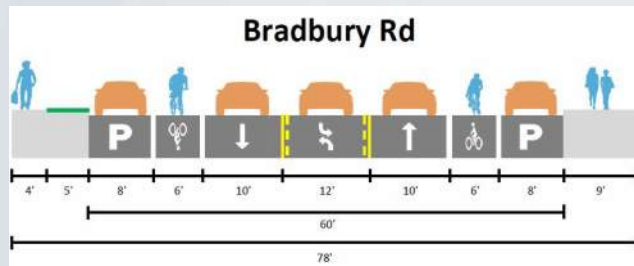


| Area | Available Space | Wed 2-3 pm Available | Wed 9-10 pm Available | Sat 1-2 pm Available |
|------------------------------|-----------------|----------------------|-----------------------|----------------------|
| Bradbury (east of Montecito) | 61 | 40 | 15 | 22 |

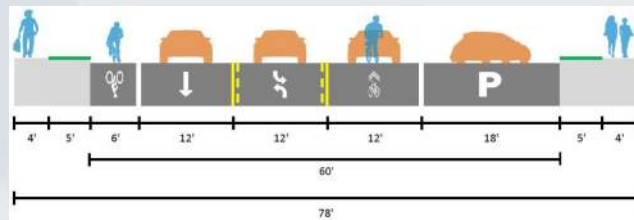


Bradbury Alt

Existing: 3.1-lane, PP



Alt 1: 3.1-lane, AP



Evaluation – Bradbury Option

| Rubric | Score |
|---------------------|-------|
| Much Improvement | ● |
| Some Improvement | ◐ |
| No Improvement | ○ |
| Worse than Existing | ◌ |

| Bradbury Road Options | Parking Space Quantity | Parking Space Convenience | Auto Safety | Congestion | Pedestrian Safety/Comfort | Bicycle Safety/Comfort |
|--------------------------|------------------------|---------------------------|-------------|------------|---------------------------|------------------------|
| Existing | +0 | ○ | ○ | ○ | ○ | ○ |
| Alternative 1 | +~13 | ● | ◌ | ○ | ○ | ◌ |

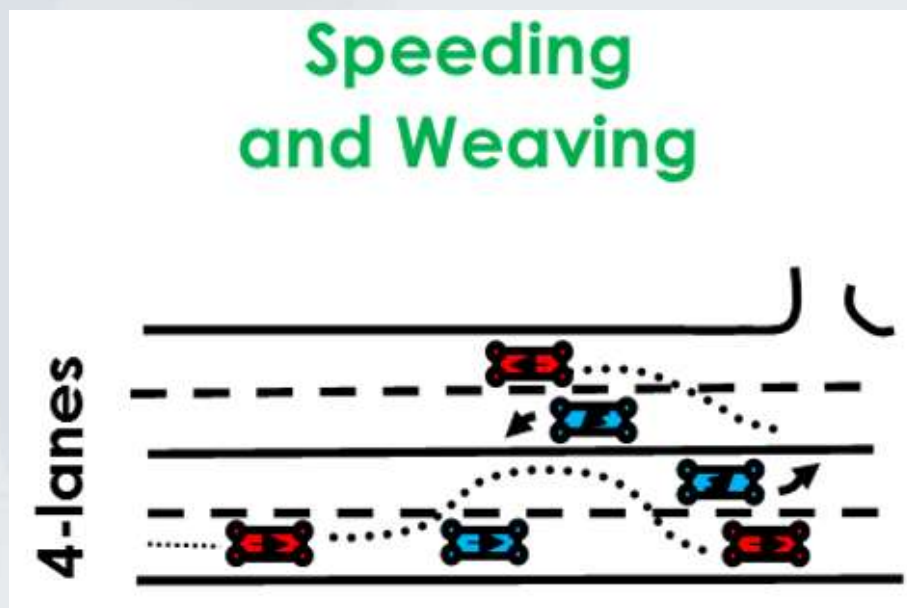
Cross sectional studies found differences in crash rates of 50% to 70% lower for parallel than angle (ODOT File Code: TRA 07-01-05)

[Simulation \(Alt 1 – PM\)](#)

Safety Benefit: Reduce Sideswipe collisions

17 collisions (5-yr):

- Types: **7 Sideswipe**, 5 Broadside, 1 Rear End, 1 Head On, 1 Overturn, 1 Ped, 1 Bike
- Factors: 5 ROW, 4 Improper Turning, 3 DUI, 2 Starting/Backing, 1 Lane Change



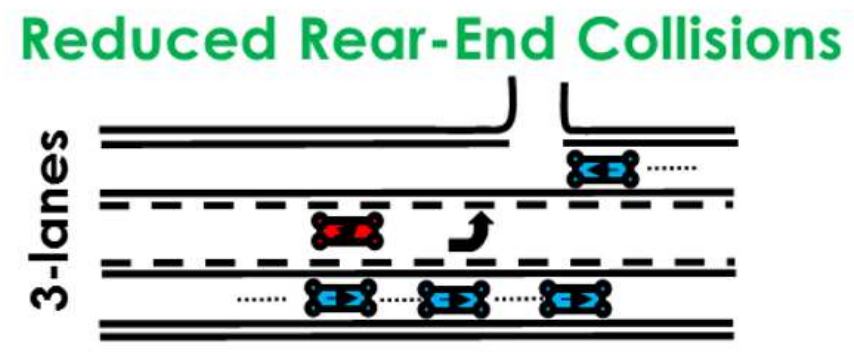
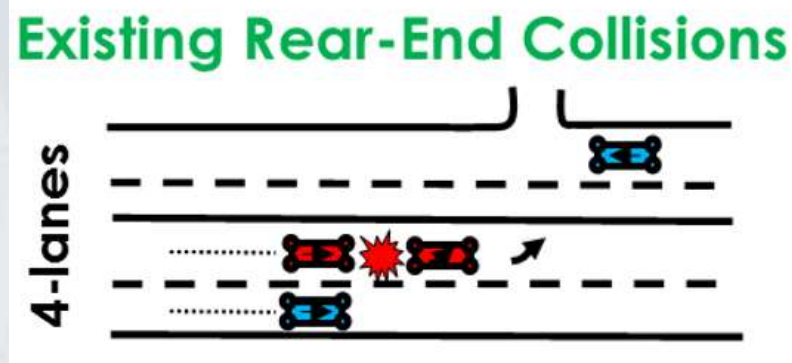
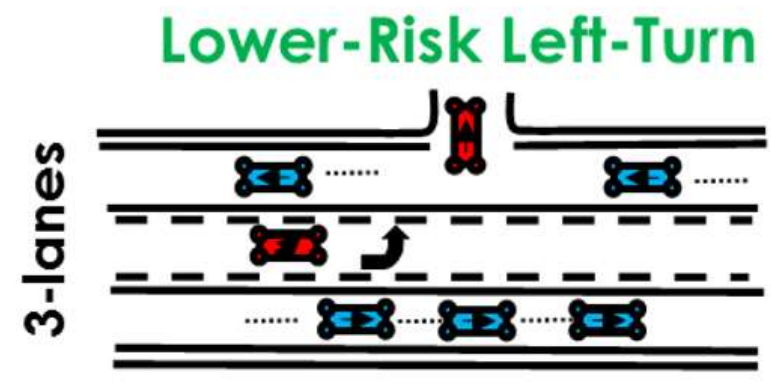
FHWA: crash reduction of 19~47% from 4-lane to 3-lane

Safety Benefit

Reduce Broadside & Rear-End collisions

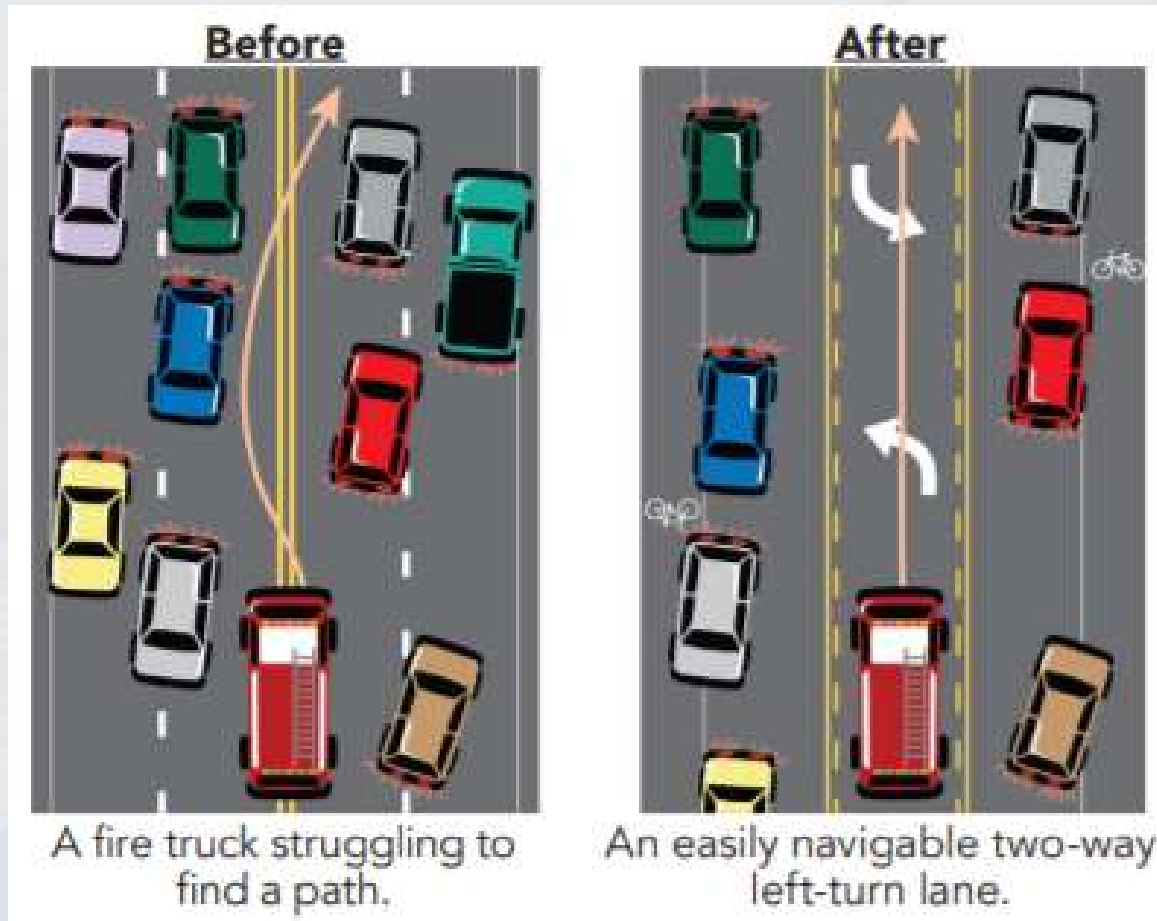
17 collisions (5-yr):

- Types: 7 Sideswipe, **5 Broadside**, **1 Rear End**, 1 Head On, 1 Overturn, 1 Ped, 1 Bike
- Factors: 5 ROW, 4 Improper Turning, 3 DUI, 2 Starting/Backing, 1 Lane Change



FHWA: crash reduction of 19~47% from 4-lane to 3-lane

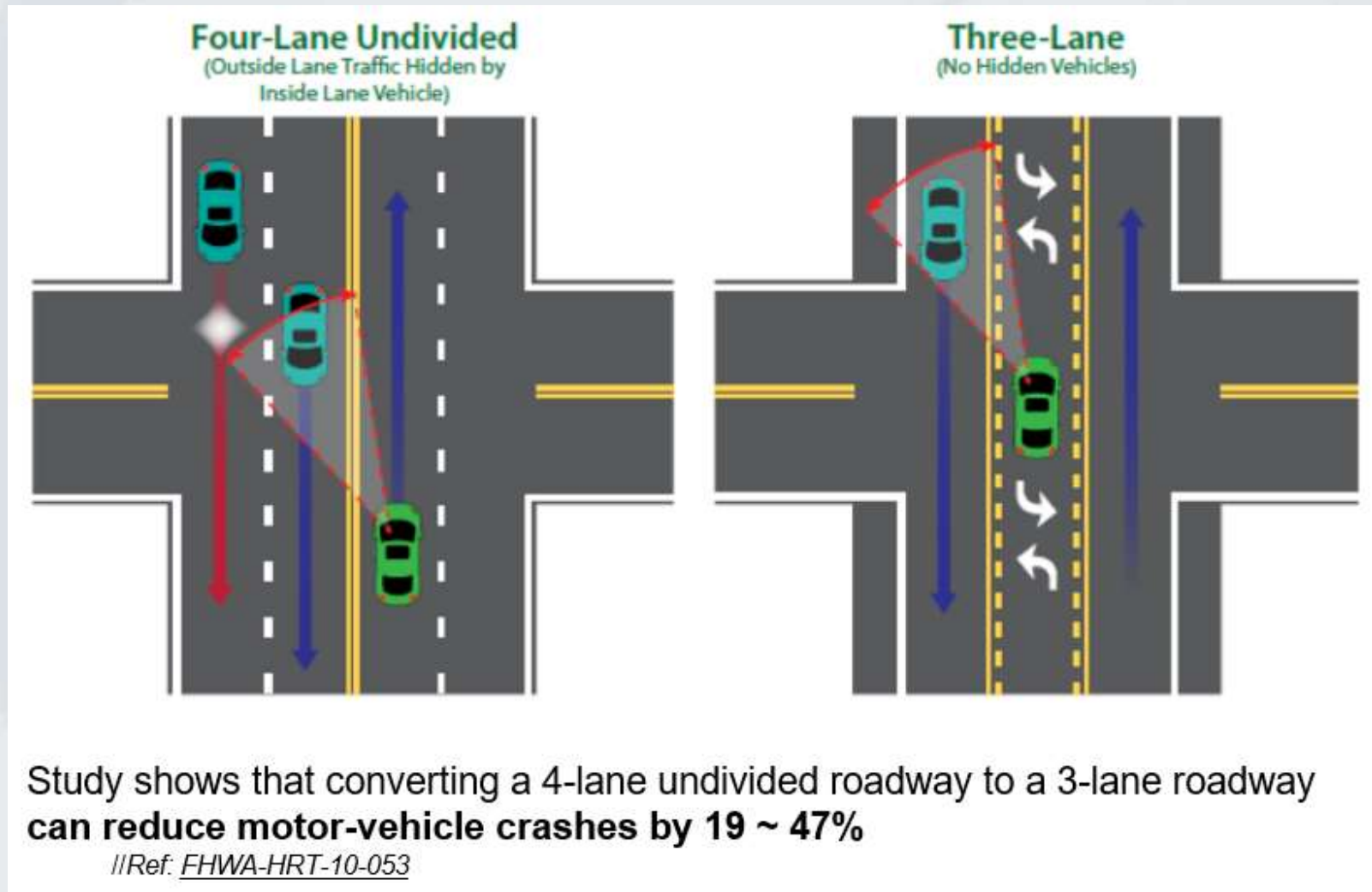
Safety Benefit: Emergency Operation



Study shows that converting a 4-lane undivided street to a 3-lane street:
Opens a more predictable and practical path for emergency responders.

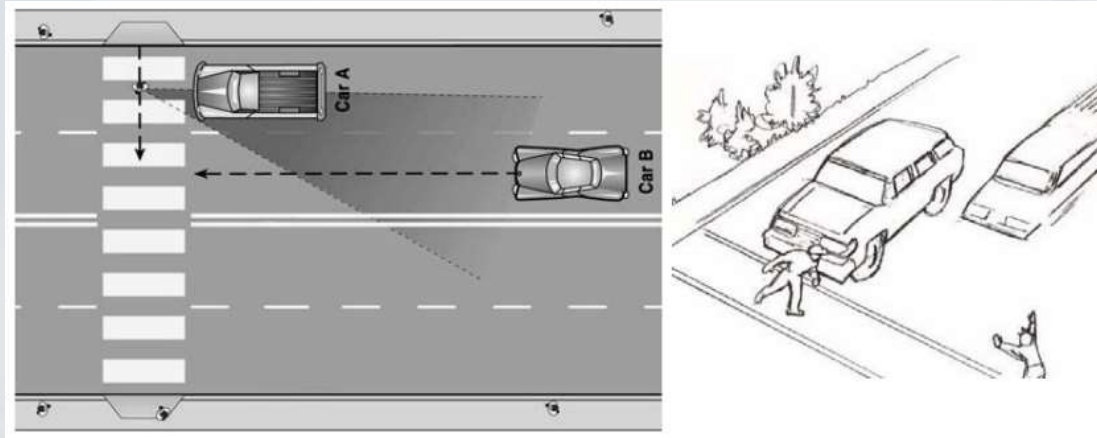
//Ref: [FHWA-SA-14-028](#)

Safety Benefit: 4-lane to 3-lane

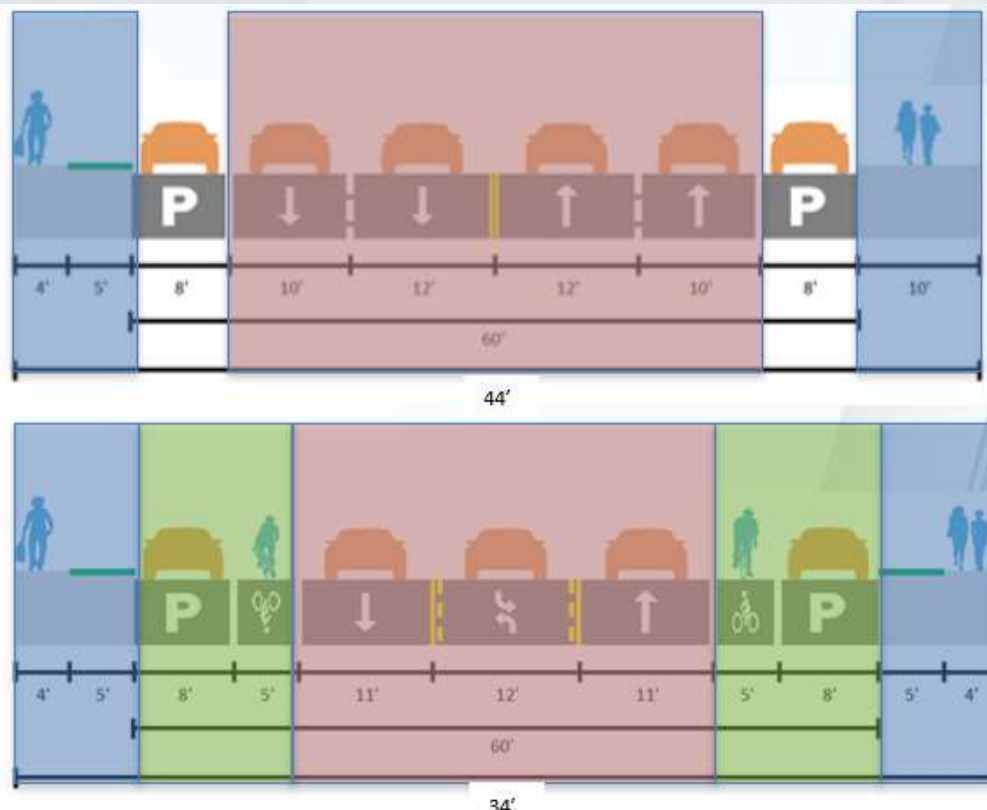


- Simplify turning movements
- Reduce aggressive driving
- Reduce speeding
- Reduce crashes

Safety Benefit: Ped Crossing, Bike Safety



- ✓ Vehicle stops in lane 2 for a pedestrian to cross, but vehicle in lane 1 does not due to the blocked view resulting in a crash
- ✓ Parked cars may also block the view



Improvement: from 4-lane to 3.1.1-lane



Current:

- Two Lanes in Each Direction
- No Left-Turn Lane
- No Bike Lane
- On-street Parking



Proposed:

- One Lane in Each Direction
- Two-way Left-Turn Lane
- Two Bike Lanes
- On-street Parking

❑ ADT = 3,400 ~ 5,900 (FHWA Road Diet Feasibility Determination: ADT <= 20,000)

Improvement: Mini Roundabouts

Temporary



Permanent

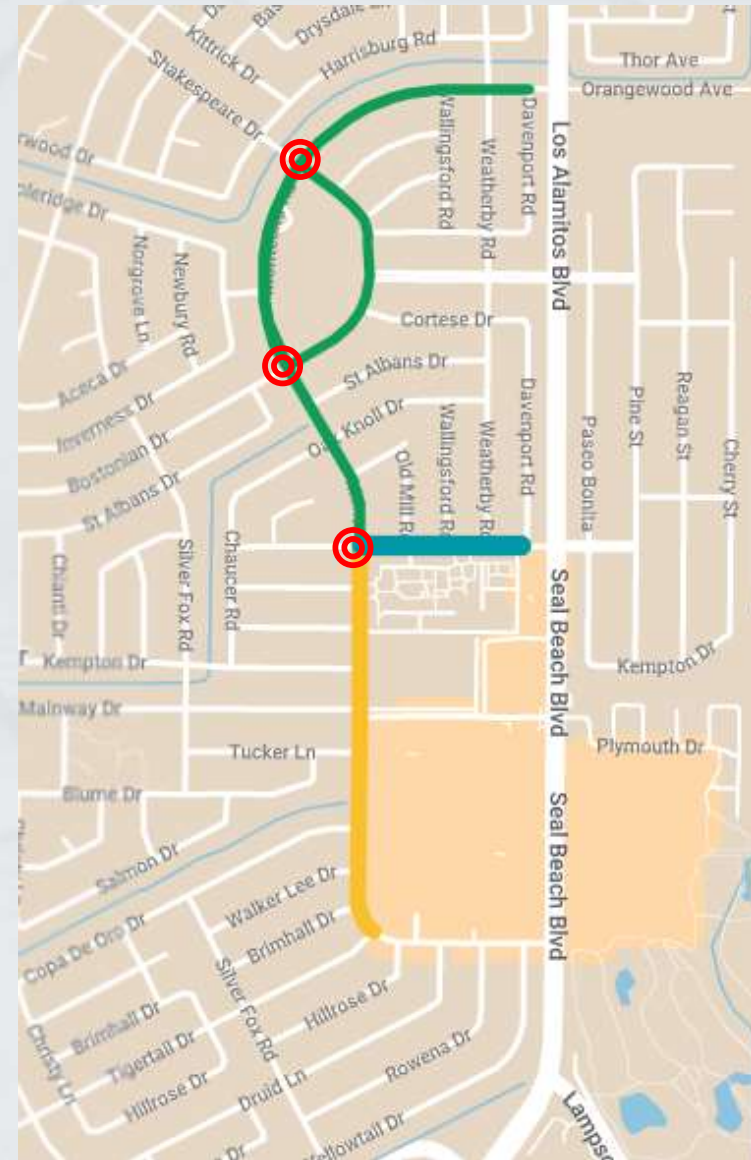


- Roundabouts reduce 90% fatal crashes, 76% injury crashes, 30~40% ped crashes, 10% bike crashes at intersections where stop signs or traffic signals were previously used for traffic control (IIHS)
- Roundabouts are 20~25% more efficient than 4-way stops, 30~50% more efficient than signal
- Roundabouts reduce (85th percentile) speeds by 8%

Recommendations

| Area | Existing | Recommended |
|---|----------------|--------------------|
| School/ Montecito North | 4-lane, PP | 3.1.1-lane, PP |
| Montecito South | 4-lane, PP | 3.1.1-lane, PP |
| Bradbury Road | 3.1.1-lane, PP | 3.1.1-lane, PP |
| Montecito Intersections @ Shakespeare, Bostonian & Bradbury | All-way Stop | Mini Roundabout |

- Improve traffic safety for all
- Maintain existing parking
- Reduce vehicle speed
- Mitigate L-T traffic queues
- Reduce delay at intersections
- Improve bicyclist accessibility & promote ATP



Comments

This is a Trojan Horse upon the residents of Rossmoor, Seal Beach, and Los Alamitos. Years ago, OC tried to force hi-rise low income housing in the Rossmoor Center parking lot and this "traffic study" is simply a precursor step to achieve that. This is nasty, dirty, and unprofessional, and I would assume done with the approval and under the auspices of Seal beach.

The notion of "congestion" and "safety concerns" on Montecito and Bradbury is, in my opinion, contrived, and the suggested resolutions to reduce vehicle lanes, add a bike lane, add roundabouts, and add angled parking is anti-common sense and would just make these "concerns" much worse. If OC truly was "concerned" about speeding and crime in this area, then they would address this issue within Rossmoor-for instance on Copa de Oro. The notion of congestion related to school activity is ridiculous and would only be exacerbated by the proposed "treatments".

This will destroy our neighborhood and it may be time for Rossmoor to leave being an unincorporated area within Orange County.

One of my concerns is that the residents of Seal Beach and Los Alamitos are ambivalent to this issue as they rarely drive on Montecito and Bradbury.

CW 8.21.23

Comments

Serious school hour congestion issues also exist in north Rossmoor. There are extensive traffic jams on school mornings and afternoons on Wallingsford, Hedwig and Foster roads, along with adjacent roads. They extend from the intersection of Wallingsford and Katella all the way back to Hedwig and Kerth or further south...

These jams result from parents who drive their children to any of three elementary schools: Weaver, Lee and Hopkinson... To its credit, LAUSD agreed to several measures that helped the situation: staggered start times at the elementary schools that spread out the traffic volume; busing at reduced cost that allowed for collection points outside of Rossmoor; and a reduction in the absolute number of inter-district students from the original 1,000 elementary school age group. Transporting those 1,000 kids in private vehicles was generating as many as 4,000 vehicle trips in and out of Rossmoor per day.

On school mornings and afternoons, a solid line of slow-moving cars ties up traffic on Foster/Hedwig, one of the busiest streets in Rossmoor and the only exit route to the north of community. I worry that it would impede emergency responders in a crisis. One of the key choke points is the intersection of Wallingsford and Hedwig, which is controlled by four-way stop signs.

The majority of backed up cars on Hedwig moving east seek to make a left turn onto Wallingsford to get to Katella or go straight to Los Alamitos Blvd. But even small amounts of cross traffic cause very slow clearing of the long line of cars that extend around Rossmoor Park all the way past Donis.

A police officer using hand signals would obviously be able to clear the backup rather quickly, though I don't know whether OCSD would be willing to provide such a service. Is it possible that removal of street parking surrounding the intersection would allow for a roundabout or traffic circle that could move cars more quickly? Are there other options that you might have?

RV 8.21.23

Comments

- Traffic around Rossmoor Elementary School. Montecito has two lanes each way... I have observed no issues. Furthermore, because there are two lanes each way it is safe for a bicyclist to take one lane and a motorist the other. I am thinking that *the focus of reviewing traffic around Rossmoor Elementary School may be misguided, and the study should have focused on Rossmoor schools in general...* I am wondering if there was a miscommunication in the feedback from the community to the identification of the focus of the study. I advocate no changes to the two lanes each way on Montecito by Rossmoor Elementary, but that more study into the other Rossmoor schools, specifically along Foster...
- Additional parking by the Seal Beach townhomes on Montecito. Because there are two lanes each way, the current traffic pattern of Montecito by the townhomes is the safest for cyclists. The current pattern provides cyclists the opportunity to “take a lane” and a motorist can use the other lane to pass the cyclist without the motorist having to go in a middle lane or into oncoming traffic. Making any other changes to Montecito will make it less safe for cyclists... The only change that I approve of is to remove only one traffic lane for angled parking on the east side of Montecito and to have one lane for traffic each way with a center lane (Alt2: 3-In, PP+AP).
- Would have been ideal for the public to have a copy of the study that was presented by Wei Zhu.
- In my opinion, our goal is to provide more safety for those who use active transportation and move away from such a car centric focus in Rossmoor.
- Traffic circles are not for Rossmoor. Directors need to see how they have been implemented on College Avenue in Costa Mesa.

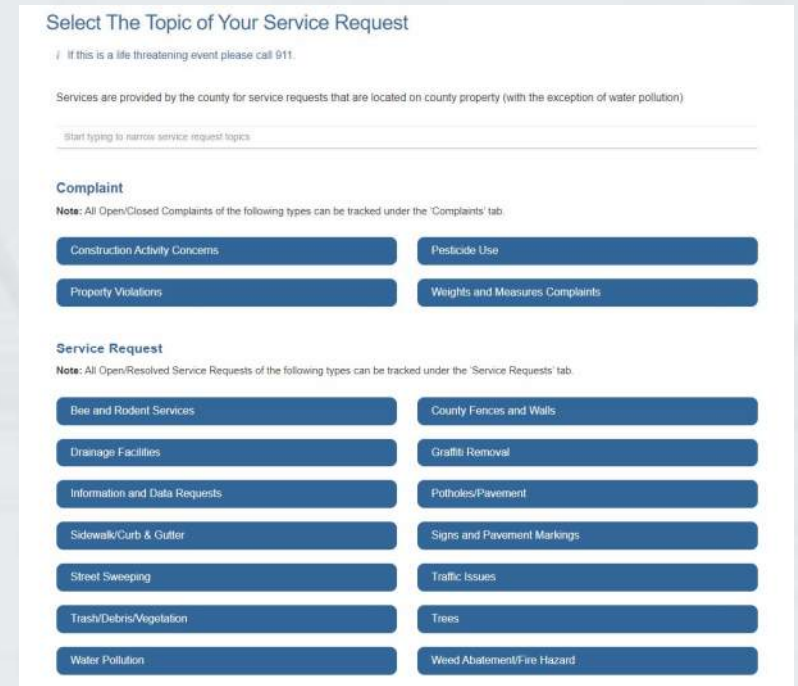
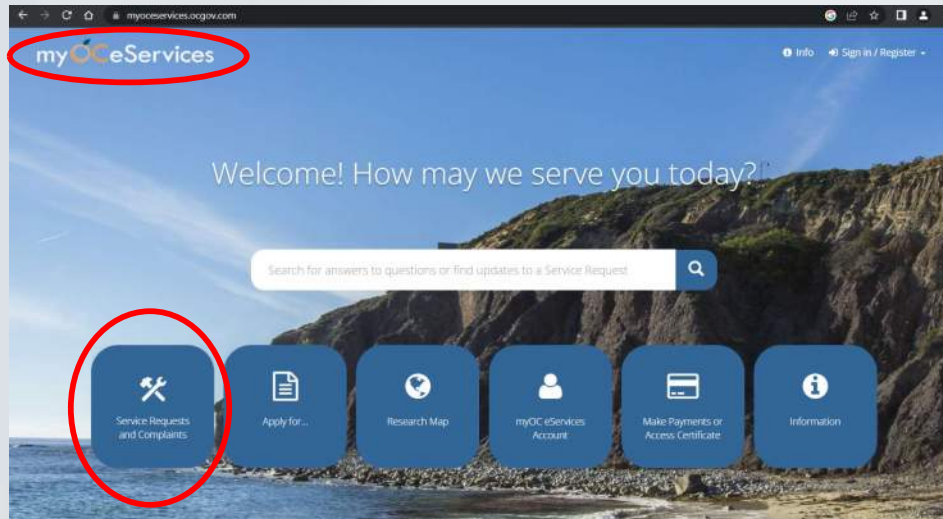


JR 9.8.23

Thank You

How to submit a service request or a complaint?

Google “myOCeServices” → click on the 1st link → click on “Service Requests & Complaints”



OCPW/Traffic Contact:

Denise.Esguerra@ocpw.ocgov.com

Wei.Zhu@ocpw.ocgov.com

