



Appendix C:

Traffic Impact Analysis

City of Fullerton General Plan Update

Transportation and Circulation Existing and Build-out Conditions Report

Prepared for:

RBF Consulting, Inc.
14725 Alton Pkwy
Irvine, CA 92618

September, 2011
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**CITY OF FULLERTON
GENERAL PLAN UPDATE**

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TABLE OF CONTENTS

	Page
CITY OF FULLERTON	1
GENERAL PLAN UPDATE	1
INTRODUCTION.....	1
SETTING	1
EXISTING CIRCULATION SYSTEM.....	1
Regional and Local Access	1
Orange County Congestion Management Program (CMP).....	3
The Arterial Highway System – Functional Classification.....	4
Existing Roadway Conditions	5
PUBLIC TRANSPORTATION SERVICES	12
Orange County Transportation Authority (OCTA)	12
Commuter Rail Services.....	15
Bicycle Facilities	16
Truck Routes	16
ANALYSIS OF EXISTING CONDITIONS.....	18
Level of Service Definition	18
Study Intersections	19
Intersection Level of Service Analysis	20
FORECAST METHODOLOGY.....	26
Focus Area Trip Generation	26
ANALYSIS OF BUILD-OUT CONDITIONS	31
Build-out Traffic Conditions at Intersections	31

APPENDICES

- Appendix A – Existing Traffic Counts
- Appendix B – Intersection Analysis Worksheets - Existing Conditions
- Appendix C – Intersection Analysis Worksheets - Build-out Conditions
- Appendix D – Supplemental Analysis

LIST OF FIGURES

	Page
Figure 1 – City of Fullerton Street System	2
Figure 2 – Existing Transit Service	13
Figure 3 – Truck Routes	17
Figure 4 – Study Intersections	21
Figure 5 – Existing Lane Configurations and Traffic Control	22
Figure 6 – Focus Areas.....	27

LIST OF TABLES

	Page
Table 1 City of Fullerton Roadway Functional Classifications	5
Table 2 – Existing Roadway Characteristics	6
Table 3 – Summary of Peak Hour Intersection Operation – Existing Conditions.....	24
Table 4 – Summary of Project Trip Generation by Focus Area.....	29
Table 5 – Summary of Peak Hour Intersection Operation – Build-out Conditions.....	34

CITY OF FULLERTON GENERAL PLAN UPDATE TRANSPORTATION AND CIRCULATION

INTRODUCTION

This report has been prepared to present a summary of the existing and future peak hour operation of the circulation system in the City of Fullerton and will serve as the basis for the transportation section for the Environmental Impact Report (EIR) for the Update of the City's General Plan.

SETTING

The City of Fullerton is located in the northwest area of the County of Orange. Fullerton shares borders with the City of Placentia on the east, Brea and La Habra on the north, La Mirada and Buena Park on the west, and Anaheim on the south.

Many of the arterial roadways in the City of Fullerton extend beyond the city boundaries into neighboring cities. Circulation issues and travel patterns extend beyond the Fullerton city limits. The land use decisions and traffic patterns in these adjacent jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Fullerton, and conversely, traffic conditions and decisions made by the City of Fullerton can affect its neighbors.

EXISTING CIRCULATION SYSTEM

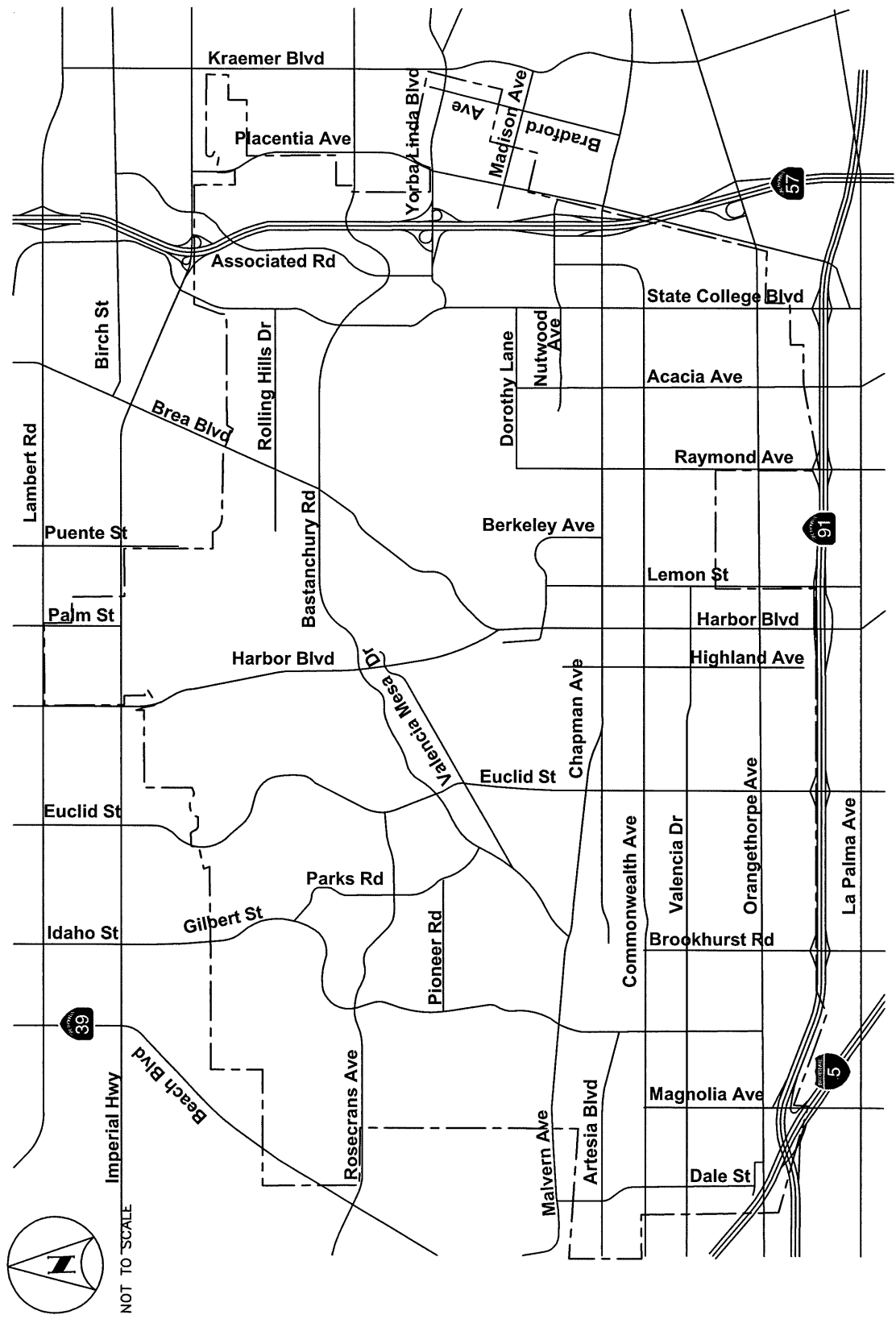
Regional and Local Access

The regional setting of the City of Fullerton is presented on **Figure 1**.

Several state highways and freeways border or traverse the City of Fullerton. The Orange Freeway (SR-57) passes through the eastern portion of the City in a north-south direction. Imperial Highway (SR-90) forms part of the city's northern border with the City of Brea. And the Santa Ana Freeway (I-5) and Riverside Freeway (SR-91) form much of the southern border with the City of Anaheim.

Regional access to the City of Fullerton is provided by the Orange Freeway (SR-57), Riverside Freeway (SR-91), and Santa Ana Freeway (I-5).

- State Route 57 provides north-south regional circulation through the City, connecting with SR-91 at the southeast corner of the City. Local interchanges with SR-57 are provided at Orangethorpe Avenue (just east of the city border, in the City of Placentia), Chapman Avenue, Nutwood Avenue, Yorba Linda Blvd, and Imperial Highway.
- State Route 91 provides regional access through Orange, Los Angeles, and Riverside Counties. Local interchanges with SR-91 are provided at State College Boulevard (south of the City border, in the City of Anaheim), Raymond Avenue, Harbor Boulevard, Euclid Street, Brookhurst Street, and Magnolia Street.
- The I-5 interchange with SR-91 is located at the southwest corner of the City.



LEGEND:
 --- City Boundary

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FIGURE 1
CITY OF FULLERTON STREET SYSTEM

Orange County Congestion Management Program (CMP)

The Orange County Congestion Management Program (CMP) was established in 1991, to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with CMP requirements ensures a city’s eligibility to compete for State gas tax funds for local transportation projects.

Within the City of Fullerton, the following arterials are included on the CMP Highway System:

- Harbor Boulevard
- Imperial Highway
- Orangethorpe Avenue
- State College Boulevard

The following are CMP intersections within the study area. Also shown are the 2011 CMP monitoring AM and PM Level of Service for these intersections, as shown in the current Orange County CMP.

CMP Intersection	Jurisdiction	2011 Peak Hour Conditions	
		AM ICU / LOS	PM ICU / LOS
Harbor Blvd / Orangethorpe Ave	Fullerton	0.57 / A	0.75 / C
State College Blvd / Orangethorpe Ave	Fullerton	0.57 / A	0.66 / B
SR-91 WB Ramp / Harbor Blvd	Anaheim	0.53 / A	0.61 / A
SR-91 EB Ramp / Harbor Blvd	Anaheim	0.48 / A	0.59 / B
SR-91 WB Ramp / State College Blvd	Anaheim	0.55 / A	0.64 / B
SR-91 EB Ramp / State College Blvd	Anaheim	0.45 / A	0.58 / A
SR-57 SB Ramp / Imperial Highway	Brea	0.52 / A	0.59 / A
SR-57 NB Ramp / Imperial Highway	Brea	0.63 / B	0.60 / A
Harbor Blvd / Imperial Highway	La Habra	0.49 / A	0.55 / A
Beach Blvd / Imperial Highway	La Habra	0.56 / A	0.57 / A
SR-57 NB Ramp / Orangethorpe Ave	Placentia	0.57 / A	0.63 / B
SR-57 SB Ramp / Orangethorpe Ave	Placentia	0.46 / A	0.47 / A

A biennial reporting process enables jurisdictions to report any location where CMP Highway System Level of Service standards are projected to be exceeded. Within the defined CMP highway network, no intersection may be allowed to deteriorate to a condition worse than LOS E, or the baseline LOS if worse than LOS E, without mitigation being prescribed in an acceptable deficiency plan. In the case of base conditions reflecting a Level of Service worse than E, “existing LOS” is defined as any increase in V/C ratio of up to 0.10 over the base condition. V/C ratio increases beyond 0.10 above the base condition are considered to not comply with CMP LOS objectives and shall require mitigation or a deficiency plan.

The Arterial Highway System – Functional Classification

The City of Fullerton circulation system consists of a network of local streets providing access to the arterial highway system, which in turn provides access to the regional freeway system. This network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions for each classification. Streets which have a mobility and/or regional access function will have more lanes, higher speed limits and fewer access points. Where direct access to individual properties is required, streets will have fewer lanes, slower speeds, and more frequent side streets and driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including Fullerton, use a functional classification system. The system provides a logical framework for the design and operation of the roadway system. Since some major thoroughfares in the City of Fullerton are part of the county-wide arterial network, they also have to be coordinated with the Orange County Master Plan of Arterial Highways.

The current City of Fullerton Circulation Element categorizes the City's roadways into three functional classifications, as follows:

- Arterial Highway Network (consisting of the Major and Primary arterial highway designations)
 - Major Arterials are designed to be six-lane divided facilities within 100 feet of right-of-way. Typical daily traffic volumes accommodated by a Major Arterial would be 30,000 to 49,000 vehicles per day.

Major Arterials carry both local and non-local commuter traffic. The Major Arterial cross-section is designed to accommodate automobiles, goods movement (trucks), transit vehicles (buses), bicycles, and pedestrians.
 - Primary Arterials are designed to be four-lane divided facilities within 80 to 84 feet of right-of-way. Typical daily traffic volumes accommodated by a Primary Arterial would be 20,000 to 33,000 vehicles per day.

The Primary Arterial has a function similar to the Major Arterial. The difference between the two designations is capacity.
- Secondary Arterial Highway – Secondary Arterials are designed to be four-lane undivided facilities within 80 to 84 feet of right-of-way. A Secondary Arterial typically accommodates 16,000 to 22,000 vehicles per day. The Secondary Arterial is designed to carry traffic between local streets and the arterial roadway network. Some Secondary Arterials may serve as through routes, but most provide direct access to local land uses. Secondary arterials can safely accommodate buses, bicycles and pedestrians, but are primarily designed for automobile traffic.
- Local Collector Street – Local Collector Streets are designed to be two-lane undivided facilities within 60 to 84 feet of right-of-way. A Local Collector Street typically accommodates 10,000 vehicles per day. Local Collector Streets are intended to provide direct access to individual properties, and to collect and route local traffic to the arterial system, with limited non-local through traffic.

Most residential streets are not included in the basic circulation network contained in the Circulation Element, yet they constitute a large portion of the developed roads in Fullerton. The purpose of residential streets is to access private residential property and provide circulation throughout a neighborhood. The rights-of-way of a residential street is generally between 50 to 60 feet, with sidewalks and curbs. Residential streets under private ownership may differ from normal design standards of the City.

The existing functional classifications for the roadways in the City of Fullerton, as currently designated in the City’s Circulation Element, are listed on **Table 1**.

<p align="center">Table 1 City of Fullerton Roadway Functional Classifications</p>			
Facility Type	Number of Travel Lanes (Minimum)	Right-of-Way Width	Typical Daily Volume
Major Arterial Highway	6 Divided	100 to 120 feet	30,000 to 49,000
Primary Arterial Highway	4 Divided	80 to 84 feet	20,000 to 33,000
Secondary Arterial Highway	4 Undivided	80 to 84 feet	16,000 to 22,000
Local Collector Street	2 Undivided	60 to 84 feet	10,000
Residential Street	2 Undivided	Varies, typically 50 to 60 feet	Varies

Existing Roadway Conditions

Table 2 indicates the functional classification for each of the arterial roadways in the City of Fullerton. Also shown for each segment are the existing total number of lanes for each arterial segment, and whether a center divider is provided; whether or not on-street parking is allowed, and the posted speed limit.

The following provides a brief description of existing conditions for the arterial roadways within the City of Fullerton. Note: The roadway descriptions are provided in alphabetical order, within each classification.

Major Arterial Highways

Bastanchury Road is generally an east-west roadway from Malvern Avenue to the eastern City limit. Bastanchury Road is currently striped as a four-lane roadway with a painted median within 100 feet of right-of-way from Malvern Avenue to Euclid Street. From Euclid Street to Brea Boulevard, it is mostly a six-lane roadway, except for a short segment as it crosses over Brea Creek. From Brea Boulevard eastward to the city boundary, Bastanchury Road is again striped as a four-lane road. Some segments of the road are improved with a raised landscaped median, while others have a painted median. The posted speed limit varies between 45 mph and 50 miles per hour (mph).

Brea Boulevard is a north-south roadway running northeast from Harbor Boulevard through the City of Fullerton into the City of Brea. Brea Boulevard currently provides four through lanes with a painted median, except for a short distance immediately north of Harbor Boulevard and approximately ½ mile south of Bastanchury Road where a raised landscaped median is provided. The posted speed limit varies between 40 and 45 mph.

**TABLE 2
CITY OF FULLERTON
EXISTING ROADWAY CHARACTERISTICS**

Roadway Segment	Direction	Classification	Lanes			Center Treatment	Width (feet)	On-Street Parking	Speed Limit
			NB or EB	SB or WB					
Magnolia Avenue between:									
Commonwealth Avenue and W. Valencia Drive	N/S	Primary	2	2		Center Left Turn	60	None	35
W. Valencia Drive and Orangethorpe Avenue	N/S	Primary	2	2		Center Left Turn	70	None	35
Orangethorpe Avenue and I-5 Freeway	N/S	Primary	2	2		Undivided	90	None	35
Idaho Street between:									
Imperial Highway and W. Risner Way	N/S	Primary	2	2		Center Left Turn	80	None	45
Gilbert Street between:									
W. Risner Way and Castlewood Drive	N/S	Primary	1	1		Raised	50	None	45
Castlewood Drive and Rosecrans Avenue	N/S	Primary	2	2		Raised	65	None	45
Rosecrans Avenue and Pioneer Avenue	N/S	Primary	2	2		Center Left Turn	65	NB Only	45
Pioneer Avenue and Malvern Avenue	N/S	Primary	2	2		Center Left Turn	65	None	45
Malvern Avenue and Raymer Avenue	N/S	Primary	3	2		Center Left Turn	60	None	40
Raymer Avenue and Commonwealth Avenue	N/S	Primary	2	2		Center Left Turn	40	None	40
Brookhurst Road between:									
Commonwealth Avenue and W. Valencia Drive	N/S	Primary	2	2		Center Left Turn	60	None	40
W. Valencia Drive and Orangethorpe Avenue	N/S	Primary	2	2		Undivided	60	Both Sides	40
Parks Road between:									
Rosecrans Avenue and Pioneer Avenue	N/S	Secondary	2	2		Double Yellow	45	Both Sides	40
Pioneer Avenue and Bastanchury Road	N/S	Secondary	2	2		Raised	55	None	40
Euclid Street between:									
Imperial Highway and Lakeview Drive	N/S	Major	2	2		Double Yellow	80	Both Sides	40
Lakeview Drive and Laguna Road	N/S	Major	2	2		Center Left Turn	75	Both Sides	50
Laguna Road and Rosecrans Avenue	N/S	Major	2	2		Center Left Turn	75	Both Sides	50
Rosecrans Avenue and Bastanchury Road	N/S	Major	2	2		Center Left Turn	80	None	40
Bastanchury Road and Valencia Mesa Drive	N/S	Primary	2	2		Center Left Turn	60	None	40
Valencia Mesa Drive and Valley View Drive	N/S	Primary	2	2		Center Left Turn	60	None	40
Valley View Drive and Malvern Avenue	N/S	Primary	2	2		Center Left Turn	60	None	35
Malvern Avenue and Commonwealth Avenue	N/S	Primary	2	2		Center Left Turn	70	None	35
Commonwealth Avenue and W. Valencia Drive	N/S	Primary	2	2		Center Left Turn	60	None	35
W. Valencia Drive and Orangethorpe Avenue	N/S	Primary	2	2		Center Left Turn	60	NB Only	35
Orangethorpe Avenue and SR-91 Freeway	N/S	Major	2	2		Center Left Turn	60	None	35
Highland Avenue between:									
Commonwealth Avenue and W. Valencia Drive	N/S	Secondary	2	2		Center Left Turn	40	None	30
W. Valencia Drive and Orangethorpe Avenue	N/S	Secondary	2	2		Center Left Turn	55	None	30
Harbor Boulevard between:									
Lambert Road and Imperial Highway	N/S	Major	3	3		Center Left Turn	80	None	45
Imperial Highway and Las Palmas Drive	N/S	Major	2	2		Center Left Turn	80	None	45
Las Palmas Drive and Bastanchury Road	N/S	Major	2	2		Raised/Center Left Turn	80	NB Only	45
Bastanchury Road and Valencia Mesa Drive	N/S	Major	3	3		Center Left Turn	80	None	45
Valencia Mesa Drive and Brea Boulevard	N/S	Major	3	3		Center Left Turn	75	None	50
Brea Boulevard and Berkeley Avenue	N/S	Major	2	2		Raised	80	None	35
Berkeley Avenue and Chapman Avenue	N/S	Primary	2	2		Center Left Turn	60	SB Only	35
Chapman Avenue and Commonwealth Avenue	N/S	Primary	2	2		Center Left Turn	50	None	35

**TABLE 2
CITY OF FULLERTON
EXISTING ROADWAY CHARACTERISTICS**

Roadway Segment	Direction	Classification	Lanes			Center Treatment	Width (feet)	On-Street Parking	Speed Limit
			NB or EB	SB or WB					
Commonwealth Avenue and Valencia Drive	N/S	Primary	2	2		Raised/Center Left Turn	60	None	35
Valencia Drive and W. Rossllyn Avenue	N/S	Primary	2	2		Center Left Turn	60	SB Only	35
W. Rossllyn Avenue and Orangethorpe Avenue	N/S	Major	2	2		Center Left Turn	70	None	35
Orangethorpe Avenue and Orangethorpe Avenue	N/S	Major	3	3		Raised	80	None	35
Orangethorpe Avenue and SR-91 Freeway	N/S	Major	3	3		Raised	80	None	35
Brea Boulevard between:									
Imperial Highway and Bastanchury Road	N/S	Major	2	2		Raised/Center Left Turn	80	Both Sides	40
Bastanchury Road and Lemon Street	N/S	Major	2	2		Raised	80	None	45
Lemon Street and Harbor Boulevard	N/S	Major	2	2		Center Left Turn	80	Both Sides	45
Lemon Street									
Berkeley Avenue and Chapman Avenue	N/S	Secondary	2	2		Raised	55	None	30
Chapman Avenue and Commonwealth Avenue	N/S	Secondary	2	2		Center Left Turn	55	None	30
Commonwealth Avenue and Valencia Drive	N/S	Secondary	2	2		Center Left Turn	55	None	35
Valencia Drive and Orangethorpe Avenue	N/S	Secondary	2	2		Raised/Center Left Turn	55	None	35
Orangethorpe Avenue and SR-91 Freeway	N/S	Major	2	2		Center Left Turn	65	None	35
Raymond Avenue between:									
Chapman Avenue and Commonwealth Avenue	N/S	Primary	2	2		Center Left Turn	60	None	35
Commonwealth Avenue and E. Valencia Drive	N/S	Primary	2	2		Center Left Turn	60	None	35
E. Valencia Drive and Orangethorpe Avenue	N/S	Primary	2	2		Center Left Turn	60	None	40
Orangethorpe Avenue and SR-91 Freeway	N/S	Primary	2	2		Center Left Turn	60	None	35
Acacia Avenue between:									
Chapman Avenue and Commonwealth Avenue	N/S	Secondary	1	1		Center Left Turn	55	Both Sides	35
Commonwealth Avenue and E. Valencia Drive	N/S	Secondary	1	1		Center Left Turn	55	Both Sides	35
E. Valencia Drive and Orangethorpe Avenue	N/S	Secondary	1	1		Center Left Turn	55	Both Sides	40
Orangethorpe Avenue and SR-91 Freeway	N/S	Secondary	1	1		Undivided/Center Left Turn	55	Both Sides	40
State College Boulevard between:									
Imperial Highway and Bastanchury Road	N/S	Major	2	5		Raised/Center Left Turn/Double Yellow	85	Partial Both Sides	45
Bastanchury Road and Yorba Linda Boulevard	N/S	Major	3	6		Center Left Turn	80	None	45
Yorba Linda Boulevard and Dorothy Lane	N/S	Major	3	6		Double Yellow	80	None	40
Dorothy Lane and Nutwood Avenue	N/S	Major	3	6		Center Left Turn	80	None	40
Nutwood Avenue and Chapman Avenue	N/S	Major	3	6		Center Left Turn	80	None	40
Chapman Avenue and Commonwealth Avenue	N/S	Major	2	4		Center Left Turn	60	None	35
Commonwealth Avenue and E. Valencia Drive	N/S	Major	2	4		Center Left Turn	55	None	40
E. Valencia Drive and Orangethorpe Avenue	N/S	Major	2	4		Center Left Turn	80	NB Only	40
Orangethorpe Avenue to SR-91 Freeway	N/S	Major	3	6		Raised	80	SB Only	40
Associated Road between:									
Imperial Highway and Bastanchury Road	N/S	Secondary	2	2		Center Left Turn	60	Varies	45
Bastanchury Road and Yorba Linda Boulevard	N/S	Secondary	2	2		Center Left Turn	60	None	40
Placentia Avenue between:									
Imperial Highway and Bastanchury Road	N/S	Secondary	2	2		Raised/Double Yellow/Undivided	60	None	45
Bastanchury Road and Palm Drive	N/S	Secondary	2	2		Undivided	60	None	45
Palm Drive and Yorba Linda Boulevard	N/S	Secondary	2	2		Center Left Turn	60	None	40
Yorba Linda Boulevard and Madison Avenue	N/S	Secondary	2	2		Double Yellow	60	None	40

**TABLE 2
CITY OF FULLERTON
EXISTING ROADWAY CHARACTERISTICS**

Roadway Segment	Direction	Classification	Lanes			Center Treatment	Width (feet)	On-Street Parking	Speed Limit
			NB or EB	SB or WB	or WB				
Madison Avenue and Nutwood Avenue	N/S	Secondary	2	2		Undivided/Center Left Turn	60	Varies	40
Nutwood Avenue and Chapman Avenue	N/S	Secondary	2	2		Center Left Turn	60	None	40
Chapman Avenue and Orangethorpe Avenue	N/S	Secondary	2	2		Center Left Turn	60	None	40
Imperial Highway between:									
Harbor Boulevard and Brea Boulevard	E/W	Major	3	3		Raised/Center left Turn/Double Yellow	80	None	45
Brea Boulevard and State College Boulevard	E/W	Major	3	3		Raised	80	None	35
State College Boulevard and Associated Road	E/W	Major	3	3		Double Yellow	80	None	35
Associated Road and Placentia Avenue	E/W	Major	3	3		Double Yellow	80	None	45
Placentia Avenue and Kramer Boulevard	E/W	Major	3	3		Raised	80	None	45
Rosecrans Avenue between:									
Beach Boulevard and Gilbert Street	E/W	Primary	2	2		Center Left Turn	75	None	50
Gilbert Street and Parks Road	E/W	Primary	2	2		Center Left Turn	75	None	45
Parks Road and Euclid Street	E/W	Primary	2	2		Center Left Turn	75	None	45
Bastanchury Road between:									
Malvern Road and Parks Road	E/W	Major	2	2		Center Left Turn/Double Yellow	60	None	50
Parks Road and Euclid Street	E/W	Major	2	2		Center Left Turn	60	None	50
Euclid Street and Laguna Road	E/W	Major	3	3		Center Left Turn	80	None	50
Laguna Road and Harbor Boulevard	E/W	Major	3	3		Center Left Turn	80	None	40
Harbor Boulevard and Brea Boulevard	E/W	Major	3	2		Raised	80	None	50
Brea Boulevard and State College Boulevard	E/W	Major	3	2		Raised	80	None	50
State College Boulevard and Associated Road	E/W	Major	2	2		Raised/Center Left Turn	80	None	45
Associated Road and Placentia Avenue	E/W	Major	2	2		Raised/Undivided	80	None	45
Yorba Linda Boulevard between:									
State College Boulevard and Associated Road	E/W	Major	3	3		Double Yellow	80	None	40
Associated Road and Placentia Avenue	E/W	Major	3	3		Raised	80	None	40
Placentia Avenue and N. Bradford Avenue	E/W	Major	3	3		Double Yellow	80	None	40
Malvern Avenue between:									
City Boundary and Gilbert Street	E/W	Primary	2	2		Double Yellow	75	Both Sides	45
Gilbert Street and Bastanchury Road	E/W	Primary	2	2		Raised	75	None	45
Bastanchury Road and Basque Avenue	E/W	Primary	2	2		Undivided	75	Both Sides	45
Basque Avenue and Euclid Street	E/W	Primary	2	2		Undivided	75	None	45
Euclid Street and N. Woods Avenue	E/W	Primary	2	2		Center Left Turn	55	None	45
Nutwood Avenue between:									
State College Boulevard and Commonwealth Avenue	E/W	Primary	3	3		Raised	80	None	35
Commonwealth Avenue and Placentia Avenue	E/W	Primary	2	3		Raised	80	None	35
Chapman Avenue between:									
N. Woods Avenue and Harbor Boulevard	E/W	Primary	2	2		Double Yellow	60	None	40
Harbor Boulevard and Lemon Street	E/W	Primary	2	2		Double Yellow	60	None	30
Lemon Street and Berkeley Avenue	E/W	Primary	2	2		Center Left Turn	60	EB Only	30
Berkeley Avenue and Raymond Avenue	E/W	Primary	2	2		Center Left Turn	60	Both Sides	35
Raymond Avenue and Acacia Avenue	E/W	Primary	2	2		Double Yellow	60	WB Only	35
Acacia Avenue and State College Boulevard	E/W	Major	2	2		Center Left Turn	60	EB Only	40
State College Boulevard and Commonwealth Avenue	E/W	Major	2	2		Center Left Turn	75	WB Only	35

**TABLE 2
CITY OF FULLERTON
EXISTING ROADWAY CHARACTERISTICS**

Roadway Segment	Direction	Classification	Lanes			Center Treatment	Width (feet)	On-Street Parking	Speed Limit
			NB or EB	SB or WB	2				
Commonwealth Avenue between:									
Commonwealth Avenue and Placentia Avenue	E/W	Major	2	2	2	Raised	75	None	35
Valencia Drive between:									
Dale Street and Magnolia Avenue	E/W	Primary	2	2	2	Center Left Turn	60	EB Only	40
Magnolia Avenue and Brookhurst Street	E/W	Primary	2	2	2	Undivided/Center Left Turn	60	Both Sides	40
Brookhurst Street and Euclid Street	E/W	Primary	2	2	2	Center Left Turn	60	EB Only	40
Euclid Street and Highland Avenue	E/W	Primary	2	2	2	Raised/Undivided	60	None	40
Highland Avenue and Harbor Boulevard	E/W	Primary	2	2	2	Undivided	55	Varies	35
Harbor Boulevard and Lemon Street	E/W	Primary	2	2	2	Undivided	55	Both Sides	30
Lemon Street and Raymond Avenue	E/W	Primary	2	2	2	Undivided	55	Both Sides	30
Raymond Avenue and Acacia Avenue	E/W	Primary	2	2	2	Undivided	55	Both Sides	35
Acacia Avenue and State College Boulevard	E/W	Primary	2	2	2	Undivided	55	Both Sides	40
State College Boulevard and Chapman Avenue	E/W	Primary	2	2	2	Undivided	55	Both Sides	40
Chapman Avenue and Nutwood Avenue	E/W	Major	2	2	2	Undivided	55	Both Sides	35
Valencia Drive between:									
Dale Street and Magnolia Avenue	E/W	Primary	2	2	2	Raised/Double Yellow/Undivided	65	Varies	40
Magnolia Avenue and Brookhurst Street	E/W	Primary	2	2	2	Undivided	65	Both Sides	35
Brookhurst Street and Euclid Street	E/W	Primary	1	1	1	Center Left Turn	65	Both Sides	35
Euclid Street and Highland Avenue	E/W	Primary	1	1	1	Center Left Turn	65	Both Sides	35
Highland Avenue and Harbor Boulevard	E/W	Local Collector	1	1	1	Undivided	40	Both Sides	25
Harbor Boulevard and Lemon Street	E/W	Local Collector	1	1	1	Undivided	40	Both Sides	25
Orangethorpe Avenue between:									
Auto Center Drive and Magnolia Avenue	E/W	Major	2	3	3	Center Left Turn/Double Yellow	80	None	45
Magnolia Avenue and Brookhurst Street	E/W	Major	2	2	2	Center Left Turn	75	EB Only	45
Brookhurst Street and Euclid Street	E/W	Major	2	2	2	Center Left Turn	80	None	45
Euclid Street and Highland Avenue	E/W	Major	2	2	2	Center Left Turn	80	None	40
Highland Avenue and Harbor Boulevard	E/W	Major	3	2	2	Center Left Turn	80	None	35
Harbor Boulevard and Lemon Street	E/W	Major	3	3	3	Raised	80	None	35
Lemon Street and Raymond Avenue	E/W	Major	3	3	3	Center Left Turn	75	None	40
Raymond Avenue and Acacia Avenue	E/W	Major	3	3	3	Center Left Turn	75	None	45
Acacia Avenue and State College Boulevard	E/W	Major	3	3	3	Center Left Turn	75	None	45
State College Boulevard and Placentia Avenue	E/W	Major	3	3	3	Center Left Turn	90	None	45

Chapman Avenue is an east-west roadway, classified as a Major Arterial between SR-57 and State College Boulevard, and as a Primary Arterial west of State College Boulevard. Along the segment classified as a Major Arterial (between State College Boulevard and SR-57), Chapman Avenue is a four-lane divided roadway with a combination of raised and painted medians and a posted speed limit of 35 mph.

Euclid Street is major north-south thoroughfare from the I-405, through the City of Fullerton, up to the City of La Habra. Euclid Street is classified as a Major Arterial from Imperial Highway to Bastanchury Road, and from Orangethorpe Avenue to the southern city limit. Between Bastanchury Road and Orangethorpe Avenue, Euclid Street is classified as a Primary Arterial. Euclid Street is currently a four-lane divided roadway its entire length, with a painted center left-turn lane. The posted speed limit varies from 35 mph to 50 mph.

Harbor Boulevard is a north-south roadway that extends through the City of Fullerton, continuing beyond the north and south City limits. Harbor Boulevard is classified as a Major Arterial from Lambert Road to Berkeley Avenue, and from W. Rosslyn Avenue to the south City limit. Harbor Boulevard varies between a four-lane and a six-lane divided roadway between Lambert Road and Berkeley Avenue with a combination of raised and painted medians. Harbor Boulevard provides four lanes from W. Rosslyn Avenue to Orangethorpe Avenue, and six lanes south of Orangethorpe. The speed limit varies between 35 and 50 mph on Harbor Boulevard.

Orangethorpe Avenue is an east-west highway spanning the entire length of the City. It a four-lane roadway with a painted median west of Harbor Boulevard, and a six-lane roadway with a center left-turn lane east of Harbor Boulevard. The speed limit ranges from 35 mph to 45 mph.

State College Boulevard is a north-south Major Arterial through the eastern portion of the City. It is a six-lane roadway from the SR-91 Freeway to Orangethorpe Avenue, a four-lane divided roadway with a painted median from Orangethorpe to Chapman Avenue; then it becomes a six-lane roadway with a painted median from Chapman Avenue to Bastanchury Road. North of Bastanchury Road, it narrows to five through lanes, with three southbound and two northbound lanes. The posted speed limit on State College Boulevard varies between 35 and 40 mph.

Yorba Linda Boulevard is an east-west roadway extending from State College Boulevard to the eastern city boundary. It provides three through lanes in each direction with a painted median west of Placentia Avenue, and a raised median east of Placentia Avenue. The posted speed limit is 40 mph.

Primary Arterial Highways

Brookhurst Street is a north-south roadway from Commonwealth Avenue to the south city boundary. It has two lanes in each direction with a painted median. The posted speed limit on Brookhurst Street is 40 mph.

Chapman Avenue is an east-west roadway that extends through the City, with the majority of its length classified as a Primary Arterial. Chapman Avenue provides four travel lanes with a painted median. The posted speed limit varies between 30 and 40 mph.

Commonwealth Avenue is an east-west roadway that extends the length of the City. Commonwealth is a four-lane divided roadway west of Euclid Avenue. East of Euclid Avenue, and through the downtown area, Commonwealth is a four-lane undivided roadway, with no center median or mid-block turn lane. At State College Boulevard, Commonwealth Avenue turns northward to intersect with and end at Nutwood Avenue. This stretch of Commonwealth Avenue is designated as a Major Arterial, and currently provides four through lanes and a raised median. The posted speed limit on Commonwealth Avenue varies between 35 and 40 mph.

Gilbert Street is a north-south roadway extending from Commonwealth Avenue to the northern city limit. Gilbert Street provided four travel lanes with a raised median or a center turn lane. The posted speed limit varies from 40 to 45 mph.

Harbor Boulevard (introduced earlier in the Major Arterial discussion) is classified as a Primary Arterial from Berkeley Avenue to W. Rosslyn Avenue. In the downtown area, between Berkeley Avenue and Valencia Drive, Harbor Boulevard is a four-lane divided primary arterial highway with a speed limit of 35 mph.

Lemon Street is a north-south roadway extending from the SR-91 Freeway to Berkeley Avenue. It has two lanes in each direction with a painted median most of the way. The posted speed limit on Lemont Street varies between 30 and 35 mph.

Magnolia Avenue is a north-south roadway extending from the south city boundary to Commonwealth Avenue. It has two lanes in each direction with a combination of raised or painted median. The posted speed limit on Magnolia Avenue is 35 mph.

Nutwood Avenue is an east-west roadway extending between State College Boulevard to Placentia Avenue. It has two lanes in each direction with a raised median. The posted speed limit on Nutwood Avenue is 35 mph.

Raymond Avenue is a north-south roadway extending from State Route 91 to Chapman Avenue. It has two lanes in each direction with a painted center turn lane. The posted speed limit on Raymond Avenue varies between 35 and 40 mph.

Rosecrans Avenue is an east-west roadway between Euclid Street and the west city limit. It has two lanes in each direction with a painted center turn lane. The posted speed limit on Rosecrans Avenue is between 45 and 50 mph.

Valencia Drive is an east-west roadway classified as a Primary Arterial between Magnolia Avenue and Highland Avenue. It has two lanes in each direction between Magnolia Avenue and Brookhurst Street, transitioning to one lane in each direction with a center turn lane east of Brookhurst. The posted speed limit on Valencia Drive is 35 mph.

Secondary Arterial Highways

Acacia Avenue is a north-south roadway, classified as a Secondary Arterial from Chapman Avenue to the south city limit just past Orangethorpe Avenue. It has two lanes in each direction with a painted median. The posted speed limit on Acacia Avenue varies between 35 and 40 mph.

Associated Road is a north-south roadway extending between Yorba Linda Boulevard to Imperial Highway. It has two lanes in each direction with a painted median for most of this segment. The posted speed limit on Associated Road is 40 to 45 mph.

Dale Street is a north-south roadway from Auto Center Drive to Artesia Boulevard. Dale Street varies between two lanes undivided from Auto Center Drive to Commonwealth Avenue to four lanes divided from Commonwealth to Artesia Boulevard.

Highland Avenue is a north-south roadway extending between Commonwealth Avenue and Orangethorpe Avenue. It has one lane in each direction and the posted speed limit on Highland Avenue is 30 mph.

Parks Road is a north-south roadway, classified as a Secondary Arterial between Bastanchury Road and Rosecrans Avenue. North of Rosecrans, Parks Road is classified as a Local Collector. Parks Road has one lane in each direction, separated by a raised median, and the posted speed limit on the secondary arterial highway portion of Parks Road is 40 mph.

Pioneer Avenue is an east-west roadway extending between Gilbert Street and Parks Road. It has one lane in each direction and a raised landscaped median. The posted speed limit on Pioneer Avenue is 40 mph.

Placentia Avenue is a north-south roadway along the eastern edge of the City, extending from Orangethorpe Avenue to Imperial Highway. It has two lanes in each direction with a painted median. The posted speed limit on Placentia Avenue varies from 40 to 45 mph.

PUBLIC TRANSPORTATION SERVICES

The Fullerton Transportation Center (FTC) is a hub for all modes of public transportation, located at the southeast edge of the downtown area. Commuter rail service (Metrolink) is provided on a daily basis through the FTC between downtown Los Angeles Union Station to the north; and Riverside and San Diego to the east and south. Public bus transit services are provided within the City of Fullerton by the Orange County Transportation Authority (OCTA). Bus routes link various destinations within the city and throughout the county, including Cal State Fullerton, Fullerton College, the Anaheim Transportation Center, Angel Stadium, and Disneyland. The FTC also provides access to private taxi services and secure bicycle storage. The FTC is within a comfortable walking distance of downtown.

Figure 2 illustrates the bus routes that run through the City of Fullerton. A brief description of each of the transit lines in the City of Fullerton is provided below.

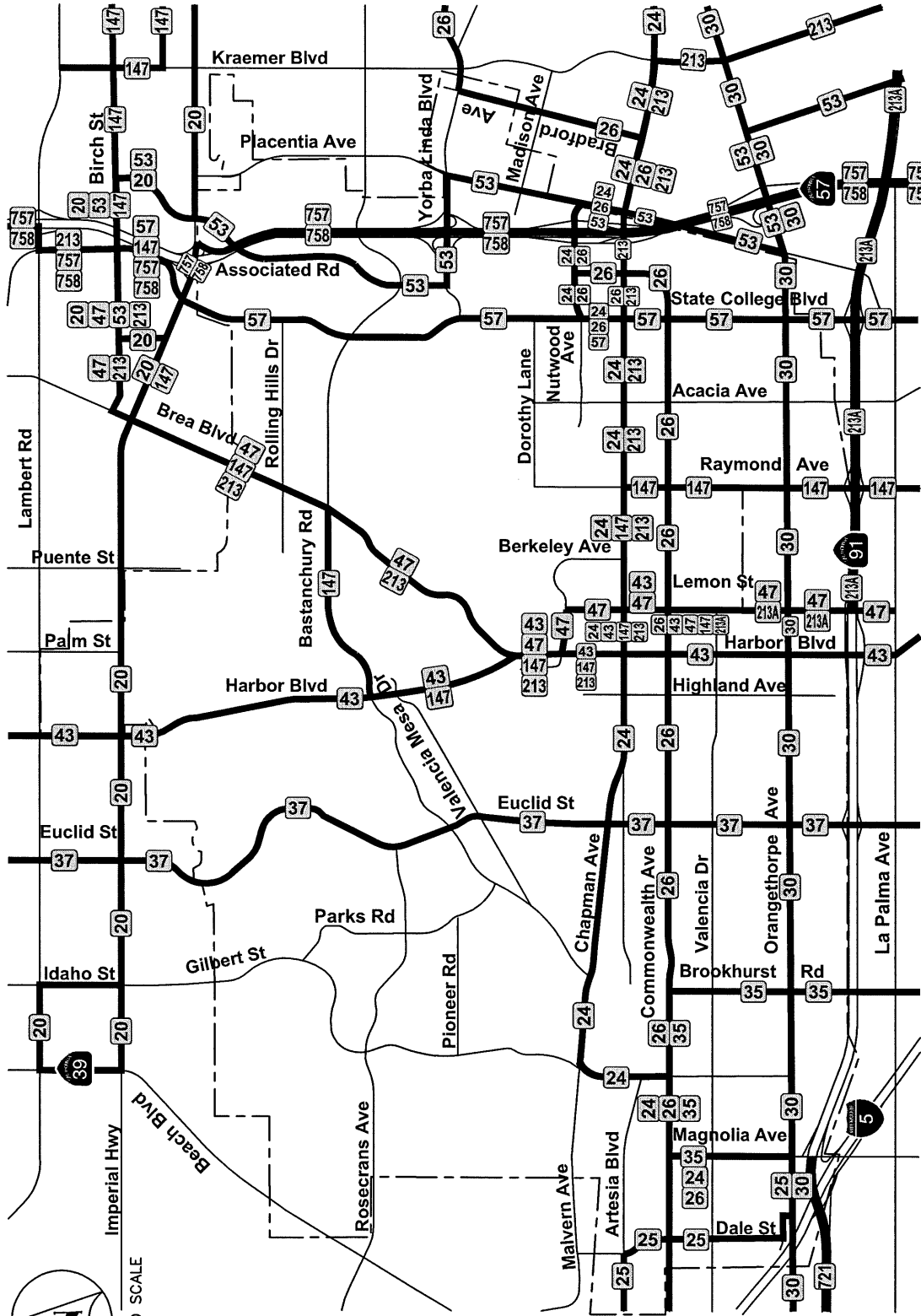
Orange County Transportation Authority (OCTA)

Orange County Transportation Authority (OCTA) operates several routes in and through the City of Fullerton.

Route 20 operates between the Cities of Yorba Linda and La Habra, serving the City of Fullerton via Imperial Highway. Major destinations along Route 20 include the Richard Nixon Library, Brea Mall, and the La Habra Marketplace. Service is provided Monday through Friday with a headway (frequency of bus arrival) of 60 minutes in each direction from approximately 6:00 AM to 7:30 PM. No weekend service is provided.

Route 24 operates between the Cities of Buena Park and Orange, traveling along Magnolia Avenue, Gilbert Street, Malvern Avenue, Chapman Avenue and Nutwood Avenue in the City of Fullerton. Service is provided Monday through Friday from approximately 5:00 AM to 11:00 PM. During the morning and evening commute hours Route 24 runs on approximately 30-minute headways in each direction. During non-commute hours, the headway is approximately one hour. On weekends and holidays, service is provided at one-hour headways from approximately 7:00 AM to 9:00 PM.

Route 25 operates between the Buena Park Metrolink Station, the Fullerton Park 'N Ride area, and Huntington Beach, briefly serving the City of Fullerton via Magnolia Avenue and Orangethorpe Avenue. Service is provided Monday through Friday from approximately 5 AM to 11 PM. This route has a headway of approximately 30 minutes until approximately 6 PM, when it runs at one-hour frequencies. On weekends and holidays service is provided with a frequency of one bus per hour in each direction from approximately 8 AM to 8 PM.



LEGEND:

- XX — OCTA Route Number
- City Boundary

Kimley-Horn and Associates, Inc.

**FIGURE 2
EXISTING TRANSIT SERVICE**

Route 26 operates between the Fullerton Park 'N Ride area and the North Orange County Community College District in Yorba Linda, serving Fullerton via Magnolia Avenue and Commonwealth Avenue. Major destinations along Route 26 include the Fullerton Transportation Center, Cal State Fullerton, and the Richard Nixon Library. Service is provided Monday through Friday from approximately 5:00 AM to 11:00 PM. Headways on Route 26 are approximately 30 minutes from 5:00 AM to 6:00 PM, and approximately one hour from 6:00 PM to 11:00 PM. Service is limited between the Cal State Fullerton area and Yorba Linda on some trips. On weekends and holidays, service is provided approximately every half hour from 8:00 AM to 7:00 PM.

Route 30 operates between the Los Cerritos Center and the Anaheim Hills area, serving the City of Fullerton via Orangethorpe Avenue. Service is provided Monday through Friday from approximately 4:00 AM to 11:30 PM. Bus arrival frequency is normally 30 minutes, until 6:00 PM, when it runs at one-hour intervals. On weekends and holidays, service is provided with a headway of one hour from approximately 6:30 AM to 9:00 PM.

Route 35 operates between the Fullerton Park 'N Ride area and Pacific Coast Highway in Huntington Beach. Route 35 travels on Brookhurst Street for almost the entire route. Service is provided Monday through Friday from approximately 4:30 AM to 10:00 PM at 20-30-minute headways, except during late evening hours, when it runs at one-hour intervals. On weekends and holidays, service is provided with a frequency of 30 to 40 minutes from approximately 5:00 AM to 8:00 PM.

Route 37 operates between the Cities of La Habra and Fountain Valley, traveling mostly on Euclid Street. Destinations along this route include the North Orange County Community College District, Anaheim Plaza, Garden Grove Civic Center, and Mile Square Park. Service is provided Monday through Friday with a headway of approximately 30 minutes from approximately 5:00 AM to 11:00 PM. On weekends and holidays, service is provided at about half-hour intervals from approximately 6:00 AM to 9:00 PM.

Route 43 operates between the Cities of Costa Mesa and La Habra, traveling mostly along Harbor Boulevard in the City of Fullerton. Major destinations along Route 43 include the Triangle Square shopping area, Disneyland Resort area, the Fullerton Transportation Center, Fullerton College, St. Jude Hospital and La Habra Square. Service is provided Monday through Friday with a headway of 15 minutes in each direction from approximately 4:00 AM to midnight. Night Owl service runs hourly from midnight until approximately 4:30 AM. On weekends and holidays service is provided approximately every 20 minutes in each direction from approximately 5:00 AM to midnight. Night Owl service runs on one hour headways between midnight and 4:30 AM.

Route 47 operates between the Cities of Brea and Newport Beach, traveling along Lemon Street, Berkeley Avenue, and Harbor Boulevard in the City of Fullerton. Major destinations within the City of Fullerton include North Court, Fullerton Transportation Center, and Fullerton College. Service is provided Monday through Friday with headways of approximately 15-20 minutes in each direction from approximately 4:00 AM to 11:00 PM. On weekends and holidays, service is provided with a frequency of one bus every 20 to 30 minutes from approximately 5:00 AM to 11:00 PM.

Route 53 operates between the Cities of Brea and Irvine, traveling along Orangethorpe Avenue and Placentia Avenue, Yorba Linda Boulevard, and Associated Road in the City of Fullerton. Service is provided Monday through Friday from approximately 4:00 AM to 12:30 AM. Route 53 has a headway of 10-15 minutes for most of the day, except late evening hours when it runs at 30-minute intervals. On weekends and holidays, service is provided with a frequency of one bus every 15 to 20 minutes from approximately 6:00 AM to 10:00 PM.