



**Meeting Topic:** Garden Grove Local Road Safety Plan (LRSP)  
– Working Group Meeting No. 2

**Date:** Thursday, December 15, 2021

**Time:** 6:00 PM

**Place:** Online via Zoom

**Attendees:** City of Garden Grove – Dai Vu, Ken Vu  
Planning Commission – Josh Lindsay  
AGA Engineers, Inc. – Greg Wong and Roland P. Hizon

Not in Attendance  
Traffic Commission – Ricardo Cepeda, Joe Laricchia  
Planning Commission – Dale Soeffner  
Police Department - Officer Daniel Mihalik

**Minutes:**

The minutes for the December 15, 2021 Working Group meeting for the Garden Grove LRSP are as follows:

- ◆ Greg Wong presented an overview of the prior Working Group meeting. Roland Hizon noted that the HSIP Cycle 11 application period will begin in April 2022 and end in August 2022.
- ◆ Greg showed the Emphasis Areas that will be focused on in the report.
  - Severe injury/fatal collisions
  - Overall Top 30 collision intersections
  - Pedestrian and bicyclist collisions
  - Speeding related collisions
- ◆ Commissioner Josh Lindsay had requested recent fatal collisions be included in the study. Ken Vu coordinated with the police department and received the police reports for the recent fatal collisions in the City. Based on that data, two of the 14 fatal collisions were at LRSP study locations for the Top 10 severe injury/fatal collisions. The two locations are shown below. AGA will update the information for the Top 10 severe injury/fatal collision and evaluate the new BCR for those two intersections.
  - Garden Grove Blvd at Nelson St

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- Chapman Ave at Euclid St
- ◆ Greg discussed systemic improvements and showed examples of such improvements that can be applied to a large area or at specific intersections. Some of the examples shown were dilemma zone detection, leading pedestrian interval (LPI) signal timing and speed feedback signs.
- ◆ Greg explained new technologies that have come out into the traffic signal industry utilizing data analytics. Greg showed an example from the company, DERQ. DERQ analytics uses video detection cameras coupled with their software to evaluate conditions on the roadway and report red light violations, wrong way drivers, incidents and pedestrian violations. The new data analytic service generally has a subscription based model and pricing can vary between \$300 to \$1,000 per year per intersection.
- ◆ Greg provided an example of a proactive measure to prevent additional collisions by evaluating the line of sight for left turns. If two opposing left turn lanes are not properly aligned, the line of sight for a vehicle in either lane could be impacted. Greg showed how a minor adjustment to the alignment (3-4 feet shift) could provide a positive offset between the two opposing left turn lanes and provide better line of sight for the left turn motorist.
- ◆ Operational improvements will be included in the LRSP report. Greg explained how certain movements with heavy demand could be affected by the traffic signal operation and if these movements are not allowed enough split timing, motorists could run the red light indication due to heavy delays. Greg used Garden Grove Blvd/West St as an example where there is heavy vehicular demand on Garden Grove Blvd but most of the allocated signal timing (over 50%) is for West St due to the long pedestrian times. He explained that with the removal of the east-leg crosswalk, the northbound movement split time could be significantly reduced and additional split time could be provided to the more critical movements (eastbound left turn and/or east/west through movements).
- ◆ Greg explained how it is important to evaluate the signal coordination timing when an improvement is implemented at a traffic signal. The improvement (additional signal phase) could negatively impact the progression of the traffic flow.
- ◆ Greg explained that the LRSP will incorporate suggestions for education on safety concerns. Greg showed an example working with a local agency on jaywalking and coordinating with the police department (enforcement) and engineering.
- ◆ The City already provides news feed via the City's website, local and social media outlets, publications and events for public outreach. AGA asked the City what they feel is the best way to reach out to their citizens regarding safety concerns. Dai Vu mentioned that AGA could meet with the Public Information Office on the City's current outreach program.

- ◆ Enforcement will also be addressed in the LRSP report. Such items will include prioritization of high collision locations, continuation with City staff on areas of concern “hot spots”, increase citations for jaywalking, warning bicyclists on riding on the wrong side of the roadway and an increase frequency and presence of patrols in high-speed areas. AGA will coordinate with City staff on meeting with the police department regarding this section of the report.

**Prepared by:**

Greg Wong  
AGA Engineers, Inc.

**Distribution:** Meeting attendees, Slide Presentation

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Note: The above minutes represent the author’s understanding of the items discussed and the decisions made during the context of the meeting. All items are assumed to be correct if the author is not contacted with clarifications.

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