

ORANGE COUNTY TRAFFIC COMMITTEE

COMMITTEE REPORT OF: June 11, 2026 **ITEM A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signal Installation

LOCATION: Yorba St & E Santa Clara Ave, North Tustin
TB 800-A7

INITIATED BY: Resident

INVESTIGATOR: Josef D. Pedretti

REQUEST: Add a traffic signal at the intersection of Yorba St & E Santa Clara Ave

DATA: OCPW, AimTD

LOCATION MAP



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EXISTING CONDITIONS

Yorba St is a north-south Local Street with 40'-45' pavement width. Yorba St has 2 northbound lanes and 1 southbound lane. The roadway is separated by painted double yellow centerline striping. The east side of this roadway is fully upgraded with curb, gutter, and sidewalk. The west side of this roadway does not have continuous curb, gutter, or sidewalk. North of the intersection, the 2 northbound lanes transition into 1 lane. The posted speed limit is 35 mph north of Santa Clara and 40 mph south of Santa Clara. The 85th percentile speed is 42 mph north of Santa Clara and 45 mph south of Santa Clara.

E Santa Clara Ave is an east-west Collector Street with 64' pavement width, 1 lane for each direction separated by a turn lane, and a Class II bike lane with parking on both sides of the road. The roadway is fully improved with curb, gutter, and sidewalk. The posted speed limit is 40 mph and the 85th percentile speed is 44 mph. E Santa Clara Ave forms a 4-way intersection with Yorba St.

The 4-way intersection of E Santa Clara Ave and Yorba St is currently controlled by an all-way stop. It is a major entrance/exit intersection for the surrounding housing tracts. Standard yellow school crosswalks are installed on the east and south legs of the intersection.

The intersection is about 90% within County of Orange's jurisdiction except for the property at the southeast corner, which is within the City of Tustin jurisdiction.

TRAFFIC/PEDESTRIAN VOLUMES

Table 1: 24 Hour Volumes: Entering Intersection

Date: Average Daily Traffic from 2/19/2026 and 2/20/2026

24 Hour Volumes: Entering Intersection			Peak Hour Volume	
Location	Direction	Volume Total	AM	PM
E Santa Clara Ave	Eastbound	3,211	371	302
E Santa Clara Ave	Westbound	3,857	337	368
E Santa Clara Ave	ADT	7,068	-	-
Yorba St	Northbound	4,608	503	341
Yorba St	Southbound	2,801	139	397
Yorba St	ADT	7,409	-	-

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Table 2: Traffic Signal Warrant 1 – Eight Hour Vehicular Volumes

Date: Average Hourly Volumes from 2/19/2026 and 2/20/2026

Approach Lanes	Min. Volume Requirements	7:00 AM	8:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Yorba St (both)	420	569	643	464	479	578	632	738	533
E Santa Clara (1- direction)	105	336	371	230	267	331	334	368	271

Table 3: Traffic Signal Warrant 2 – Four Hour Vehicular Volumes

Date: Average values from 2/19/2026 and 2/20/2026

Approach Lanes	8 AM	3 PM	4 PM	5 PM
E Santa Clara Ave (Major Street)	643	578	632	738
Yorba St (Minor, Highest Approach)	371	331	334	368
All plotted points fall above the curves in CA MUTCD in Figure 4C-2 (Rural Areas)				Yes

COLLISION DATA

Table 4: Traffic Signal Warrant No. 7 – Collision Data

Date	Collision Type	Primary Collision Factor
1/28/2025	BROADSIDE	FAILURE TO YIELD / STOP SIGN
11/13/2024	BROADSIDE	FAILURE TO YIELD / STOP SIGN
8/8/2024	BROADSIDE	FAILURE TO YIELD / STOP SIGN
10/23/2023	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN
12/19/2022	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN
8/31/2022	BROADSIDE	FAILURE TO YIELD / STOP SIGN
6/15/2022	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN
5/4/2022	BROADSIDE	FAILURE TO YIELD / STOP SIGN
1/11/2022	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN
11/29/2021	BROADSIDE	UNSAFE SPEED
9/15/2021	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN
7/30/2021	BROADSIDE	UNSAFE SPEED
4/24/2021	BROADSIDE	UNSAFE SPEED
3/20/2021	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN
7/23/2020	BROADSIDE	FAILURE TO YIELD AT S T O P SIGN

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The California Highway Patrol (CHP) provides traffic enforcement within County's jurisdiction in the North Tustin area.

Analysis

On February 6th, 2026, a resident in the local North Tustin community raised safety concerns for the all-way stop controlled intersection at E Santa Clara Ave and Yorba St. In response, OC Public Works conducted a signal warrant study in accordance with the California Manual of Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, Section 4C.01 through 4C.10. Based on Staff's analysis, three signal warrants were met for this location: Warrant 1 Eight-Hour Vehicular Volume (Condition A – Minimum Vehicular Volume), Warrant 2 Four-Hour Vehicular Volume, and Warrant 7 Crash Experience.

Warrant 1, Eight-Hour Vehicular Volume. The minimum vehicular volume, Condition A, is intended for application at locations where large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Since the major street has an 85th percentile speed that exceeds 40 mph, the 70% factor volumes were used. The warrant requires 420 vehicles per hour combined from both approaches of the major street and 105 vehicles per hour for the highest approach of the minor street for each of any eight hours of an average day. The measured traffic volumes met and exceeded this criterion as shown in Table 2. Therefore, warrant 1 is met.

Warrant 2, Four-Hour Vehicular Volume. This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The warrant requires that for each of any four hours on an average day, the plotted points representing the vehicles per hour on the major street vs the corresponding vehicles per hour on the minor street all fall above the applicable curve from the warrants' graph. Since the major street has an 85th percentile speed that exceeds 40 mph, the 70% factor graph labeled Figure 4C-2 in the CA MUTCD was used. The measured traffic volumes were plotted and show more than four unique hours above the curve as shown in Table 3. Therefore, warrant 2 is met.

Warrant 7, Crash Experience. The Crash Experience warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. To satisfy this warrant, the number of reported angled and pedestrian crashes equals or exceeds 5 in a 1-year period, or equals or exceeds 6 in a 3-year period as shown in Table 4 below. In the 3-year period between 2021 to 2023, there were 11 reported collisions, all of which were broadside collisions. In 2022 and in 2021, there were 5 broadside collisions in each of the two years as shown in Table 4. Therefore, warrant 7 is met.

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	Total of reported angle and pedestrian crashes	
Year	1-year (≥5)	3-year (includes prior 2-years) (≥6)
2025	1	4
2024	2	8
2023	1	11
2022	5	11
2021	5	-
2020	1	-

While the satisfaction of a traffic signal warrant or warrants does not in itself require the installation of a traffic control signal, it is commonly used as justification for traffic signal installation. As a result of this safety investigation, Traffic Engineering recommends the installation of a traffic signal at the intersection of E Santa Clara Ave and Yorba St.

PUBLIC COMMENTS AND INPUT

There were no public comments or input related to this item.

TRAFFIC COMMITTEE DISCUSSION

Traffic Committee members unanimously approved the motion to convert the all-way stop control intersection of Yorba St and E Santa Clara Ave to a traffic signal-controlled intersection.

RECOMMENDATION

Installing a new traffic signal at the intersection of Yorba St & E Santa Clara Ave.

BOARD ACTION NECESSARY TO ENACT THIS RECOMMENDATION

1. Approve this report.
2. By resolution, establish traffic signal control at the intersection of Yorba St & E Santa Clara Ave.