

City of Westminster Mendez Freedom Trail Project

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Mendez Freedom Trail - Planning to Implementation

- Community Story
- Policy
- Outreach
- Funding
- Design/Engineering
- Construction
- Completed Project



Westminster, CA (Not CO, Not MD, Not SC)

- Estimated 2025 population is approximately 90,295 residents.
- Located in northern Orange County.
- The city is a diverse community famous for its major Vietnamese-American cultural hub (Little Saigon).
- Land area of about 10 square miles.



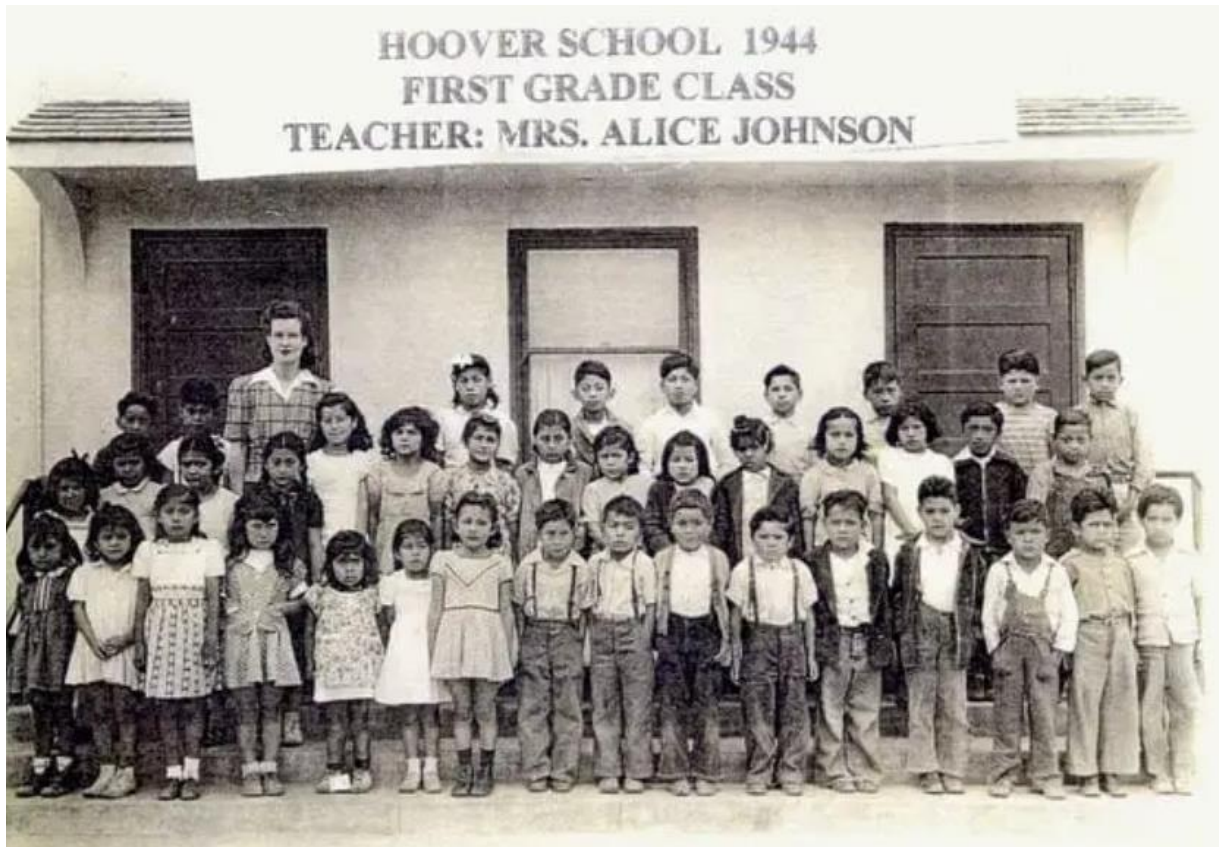
Westminster in 1944



- The Munemitsus' are incarcerated at the Poston War Relocation Center in Poston, AZ.

- The Mendez Family arrive to the Munemitsu Farm in Westminster, CA

Community Story – Mendez v. Westminster



RULING GIVES MEXICAN CHILDREN EQUAL RIGHTS
Los Angeles Times (1982 Current File), Feb. 23, 1982, Portland Historical Newspaper-Los Angeles Times (1981-1988)
B6-1

RULING GIVES MEXICAN CHILDREN EQUAL RIGHTS

Segregation of Mexican school children from others in four Santa Ana school districts yesterday was held by U.S. Judge Paul J. McCormick to be a violation of their guarantees of equal rights under the 14th Amendment of the Constitution.

The opinion was written in connection with a suit filed by five parents of Mexican children asking for relief and an injunction forbidding the school district trustees from placing the Mexican children in separate schools.

The school districts involved were Westminster, Orange Grove, Santa Ana City Schools and El Modena. The suit also named the superintendents and trustees of the districts.

Judge McCormick overruled a defense contention that segregation being an educational matter, it fell under the jurisdiction

tion of the State. He held that inasmuch as violations of the 14th Amendment were indicated, the Federal court had a right to intervene.

"The evidence clearly shows," the opinion states, "that Spanish-speaking children are retarded in learning English by lack of exposure to its use because of segregation . . .

"It is also established by the record that the methods of segregation prevalent in the defendant school districts foster antagonisms in the children and suggest inferiority among them where none exists."

Judge McCormick at the same time ordered Attorney David C. Marcus, who represented the parents in the action, to file a petition for an injunction against the defendants within 10 days, indicating that the restraining order would be approved upon the findings of his opinion.

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Sylvia Mendez (1947)

Community Story



Sylvia Mendez

Speaking before the Westminster City Council in support of programming efforts.
(April 26, 2017)



Sylvia, Gonzalo, and Jerome Mendez

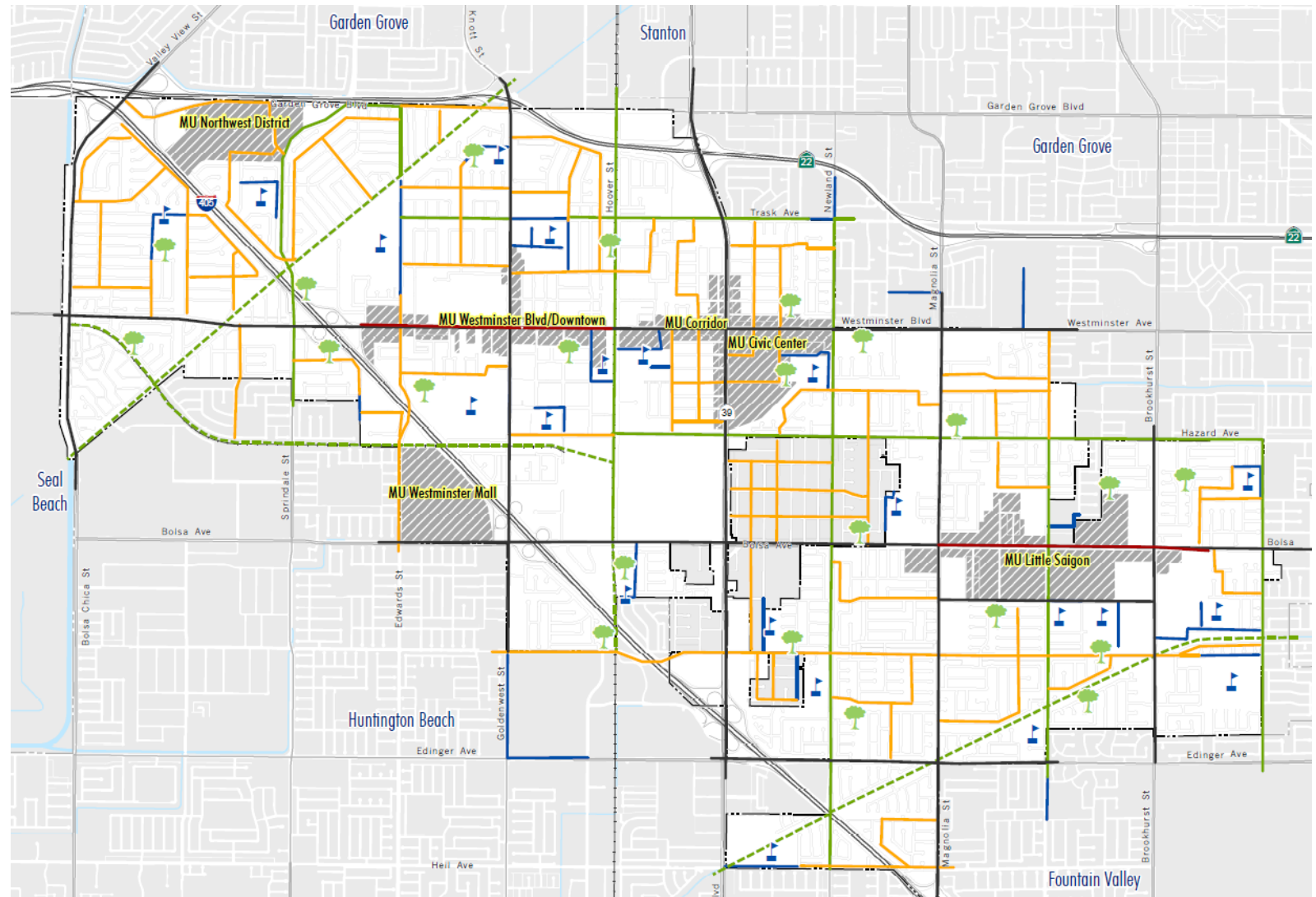
At the site of the future Mendez Tribute Monument Park.
(July 27, 2018)

Policy

2016 General Plan Mobility Element

Layered Roadway Network

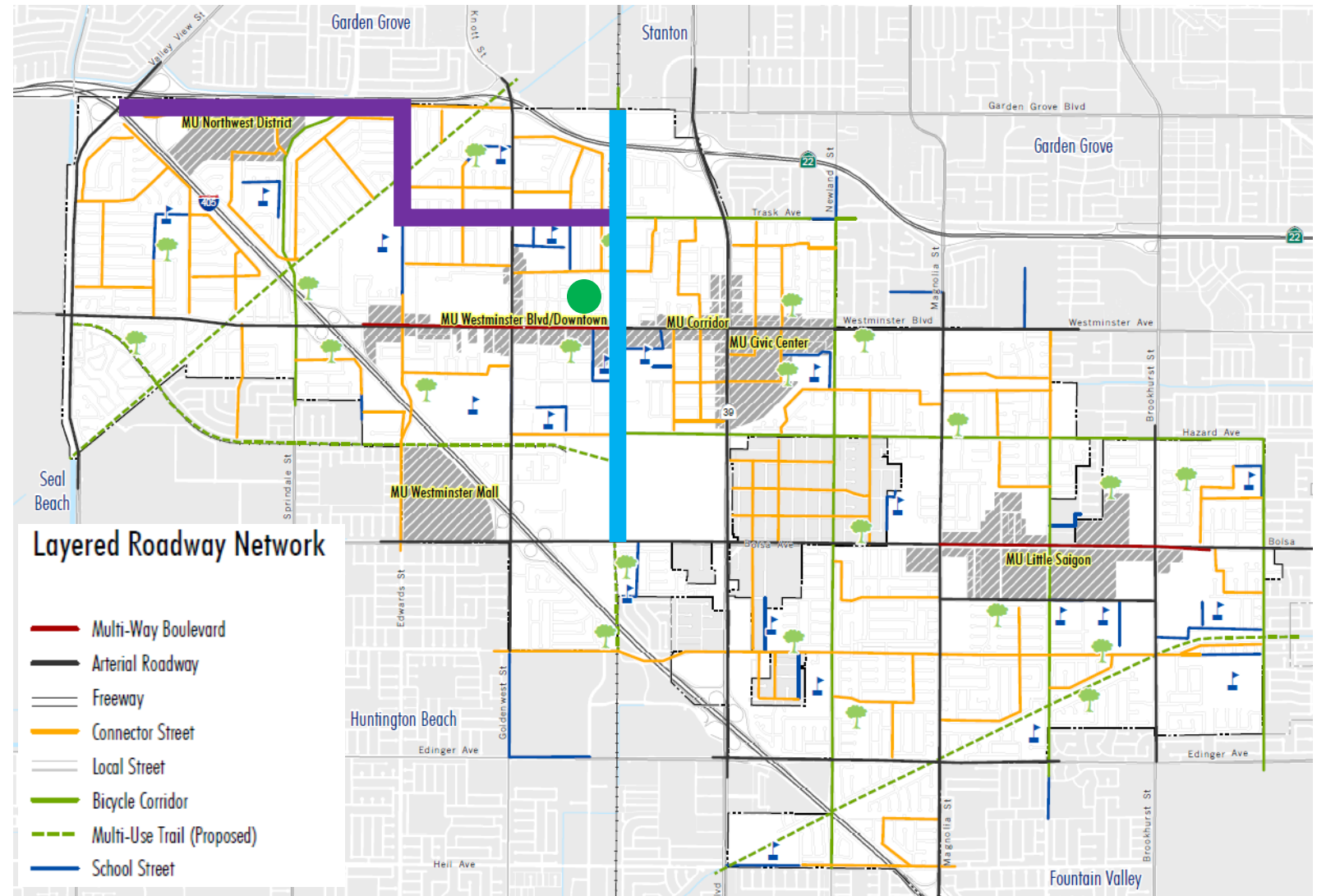
- Multi-Way Boulevard
- Arterial Roadway
- Freeway
- Connector Street
- Local Street
- Bicycle Corridor
- Multi-Use Trail (Proposed)
- School Street



Policy

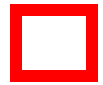
Active Transportation Projects

-  Mendez Freedom Trail (Hoover Street)
-  Garden Grove Boulevard Complete Street
-  Mendez Tribute Monument Park

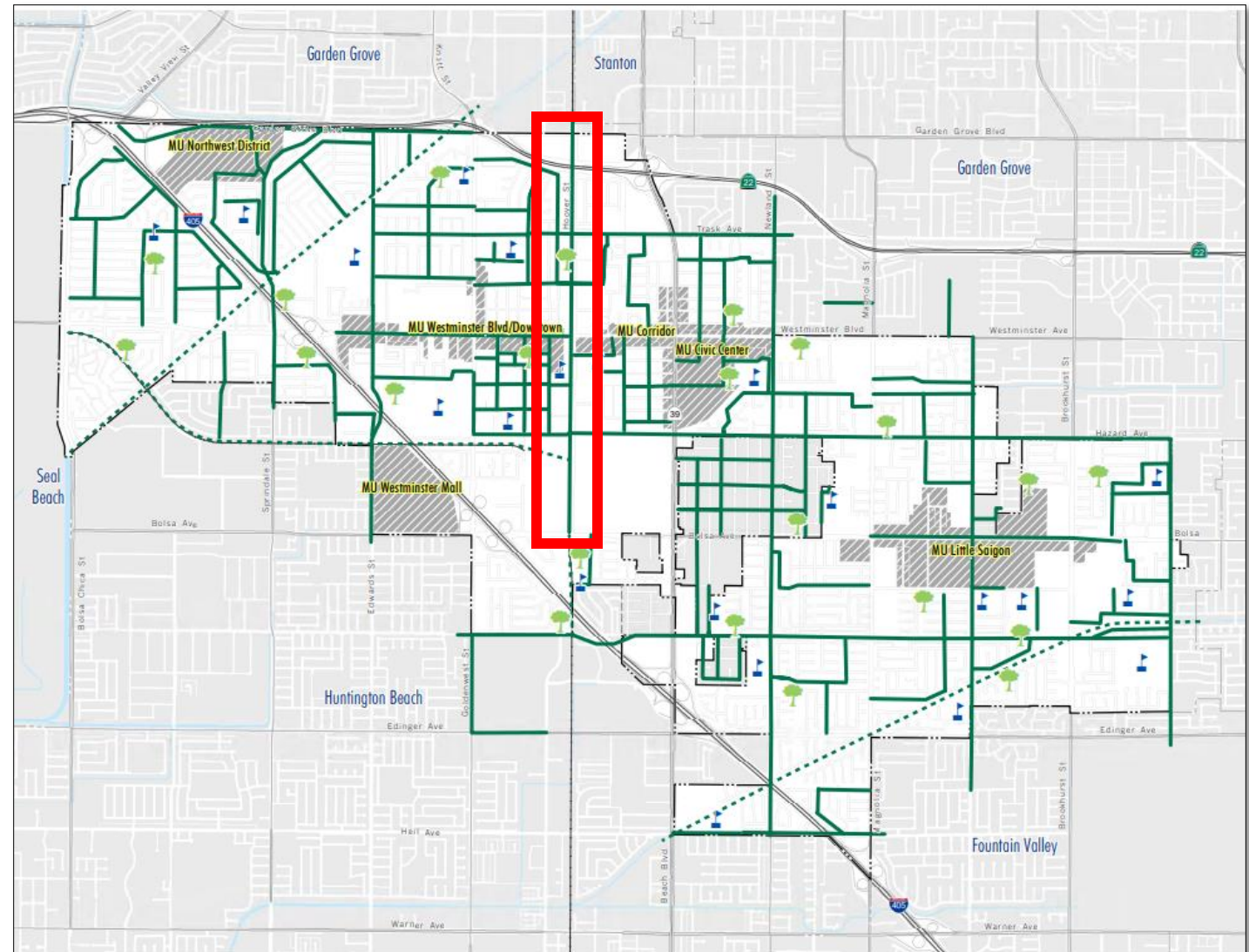


Policy

Bike Connectivity



Mendez Freedom Trail
(Hoover Street)



Outreach



SCAG “Go Human” Demonstration Event
May 21, 2016



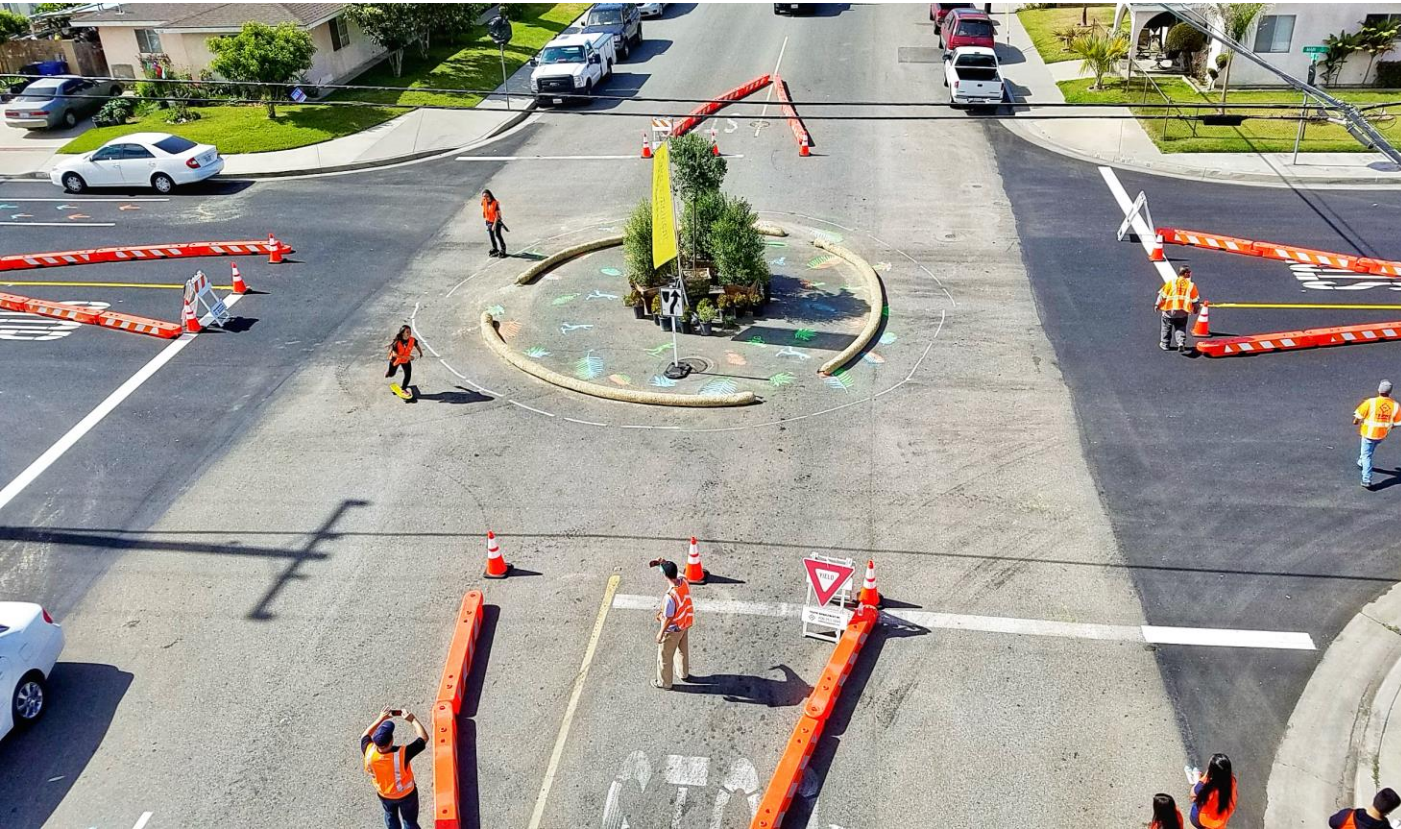
Outreach



Outreach



Outreach



Design/Engineering



Before



Proposed Project Rendering

Design/Engineering

Class IV Bikeway

Two-mile Class IV bikeway along Hoover Street between Garden Grove Boulevard and Bolsa Avenue. Reducing Hoover Street from 4-lanes to 2-lanes with a two-way left turn lane.

Interactive Pedestrian Pathway

Pedestrian path with interpretive panels featuring a unique augmented reality experience that brings to life the history of Mendez v. Westminster.



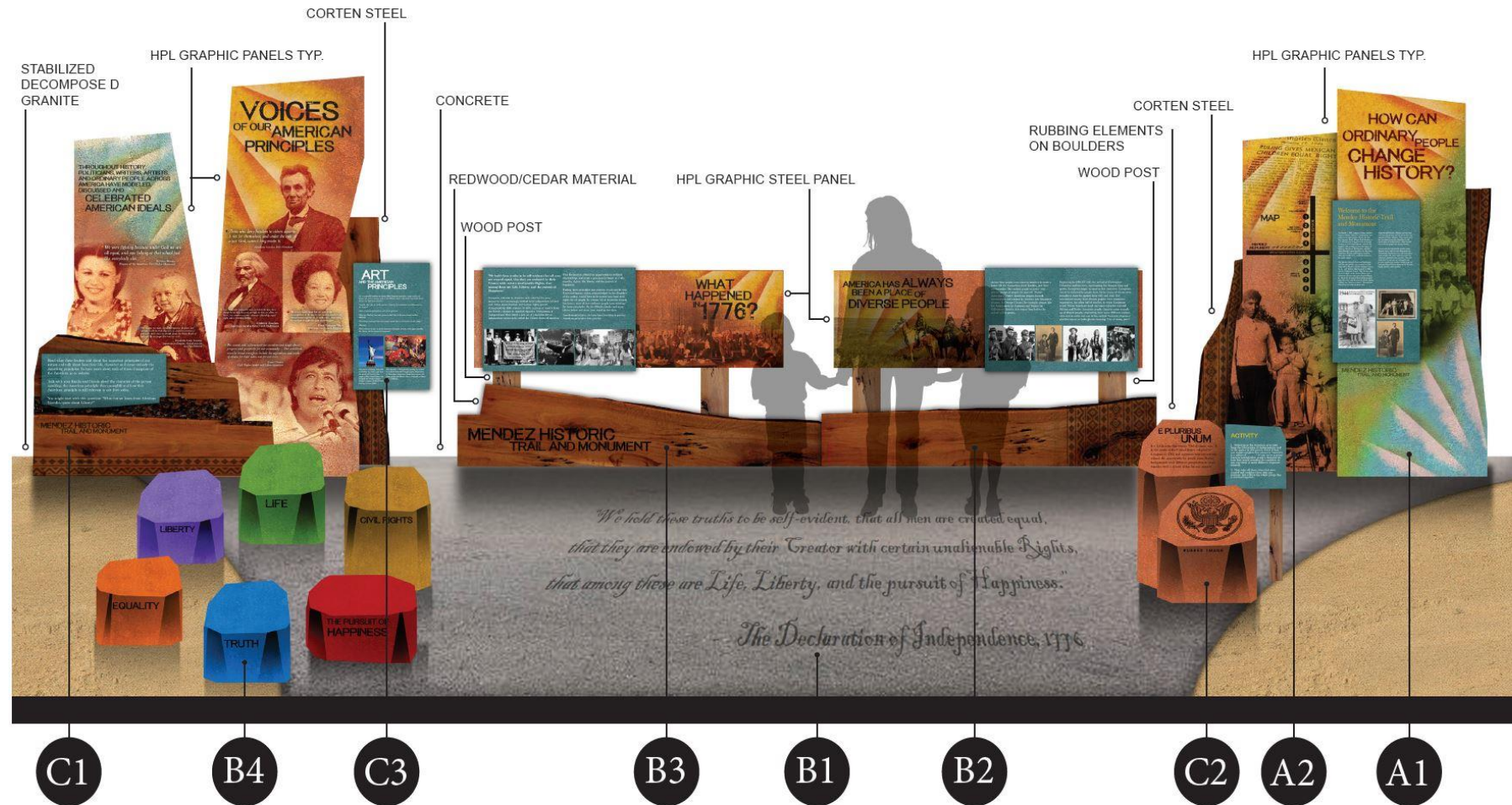
Proposed Project Rendering

Design/Engineering



Interpretive Panel Station Rendering

Design/Engineering



Mendez Freedom Trail Signage
3.4.2019



iteris | Almadiva Group

Construction



Completed Project



Completed Project



Mendez Freedom Trail Dedication – April 14, 2026
The 79th Year Anniversary of the Landmark Decision.

Completed Project



Completed Project



Mendez Tribute Monument Park - Rendering

Completed Project



Mendez Tribute Monument Park

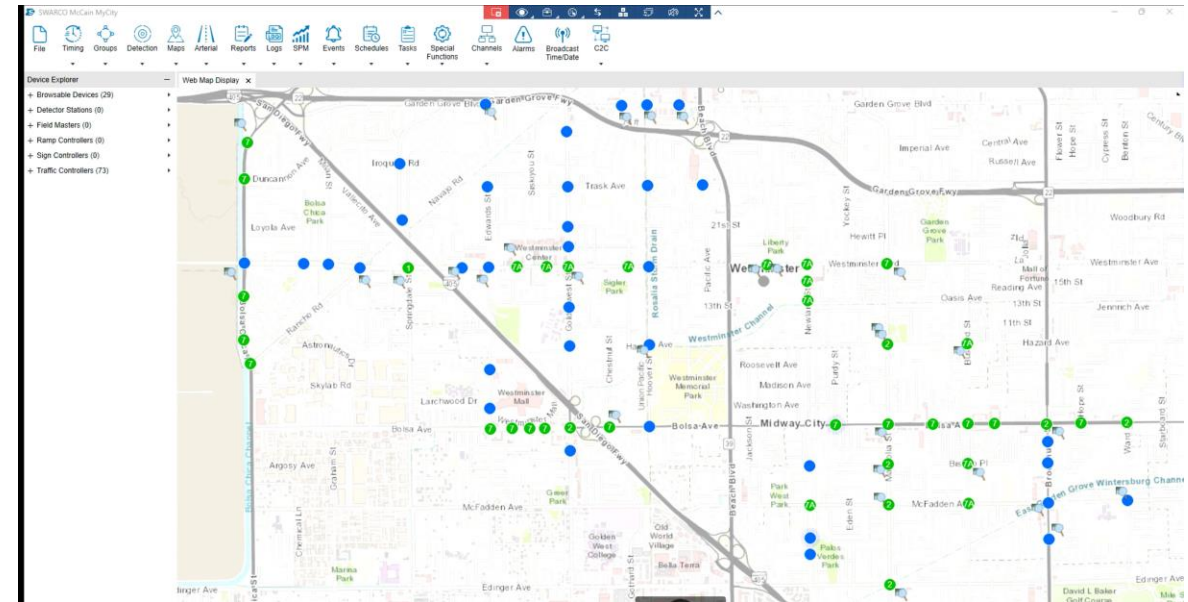
Completed Project



Mendez Tribute Monument Park Dedication – December 1, 2022

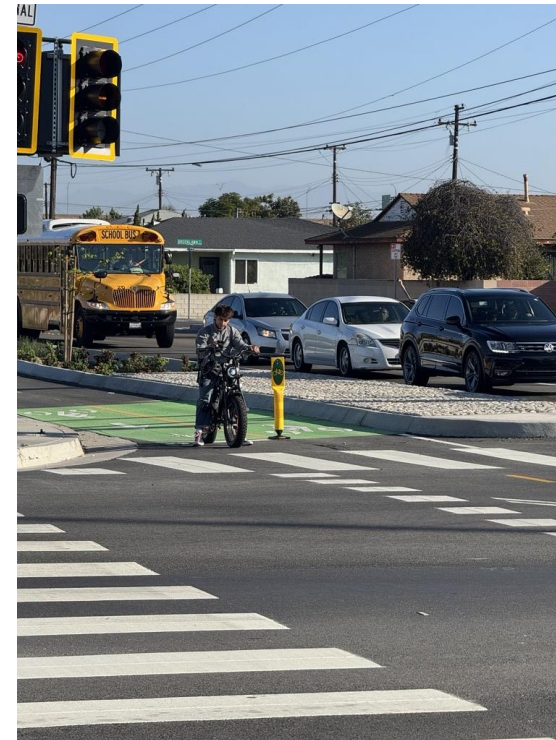
Existing Traffic System

- City of Westminster manages a total of **73** signalized intersections.
- All controllers are connected to the City's central operating system **MyCity (Transparency) ATMS**.
- All controllers have been upgraded to Omni controller firmware citywide.
- The 5 intersections along the Freedom Trail are the first to integrate:
 - Active Rail Crossing
 - Bicycle Signal
 - Traffic Signal with Pedestrians



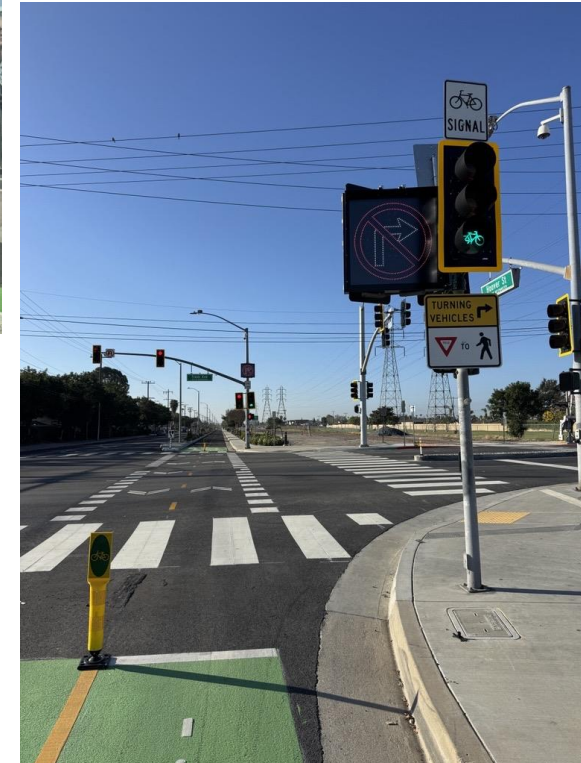
Traffic Signal Design & Modifications

- Hoover Street includes an active railroad crossing running north-south on the western approach of the intersection.
- To improve safety, an additional signal mast arm was installed on the eastbound approach, allowing vehicles to stop before reaching the tracks.
- The existing signal poles on the far side of the intersection were reconfigured to operate as overlaps with a trailing red phase, providing extra time and distance for vehicles to fully clear the railroad crossing.
- A bicycle signal was added with an exclusive green phase for north-south trail traffic, separated from vehicle phases to provide a safe and dedicated crossing for bicyclists.



Design Considerations

- A “No Right Turn” (R3-1) blank-out sign was installed and programmed to operate concurrently with the bicycle phase through controller logic.
- This configuration prevents southbound right-turn movements that would otherwise conflict with bicyclists traveling through the intersection.
- The blank-out sign is also triggered during railroad preemption, restricting right turns toward the tracks and enhancing safety during train events.
- Overall, this design complies with the CA MUTCD while providing a fully protected, conflict-free movement for bicyclists.



Additional Signal Design Considerations

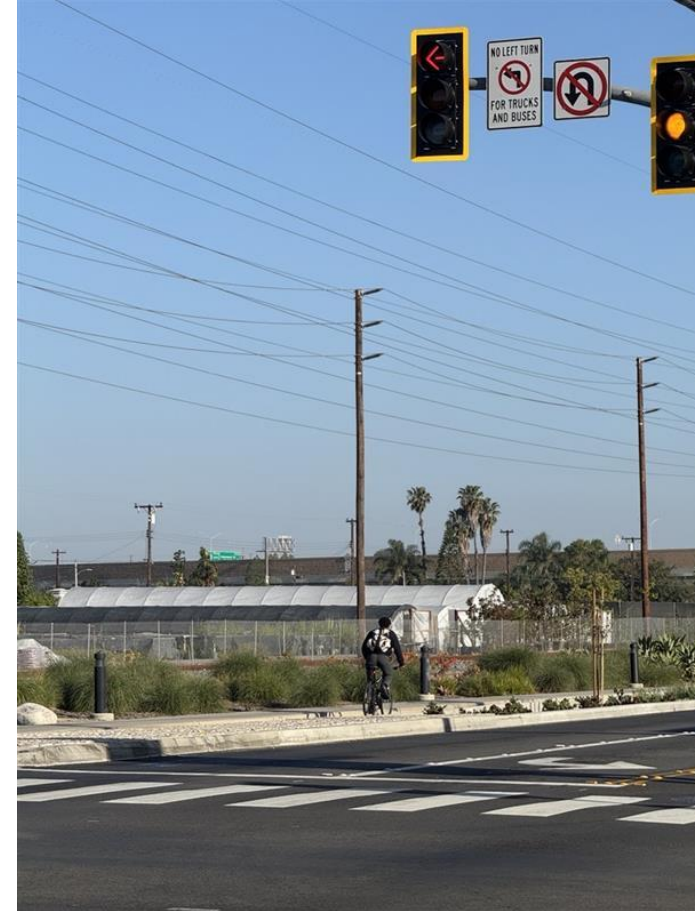
- To reduce potential confusion between the bicycle green indication and the northbound left-turn arrow, visors were installed on the bicycle signal heads. These visors limit the visibility of the left-turn signal to approaching bikes and prevent left-turning vehicle traffic from seeing or misinterpreting the indication.
- Source: *CA MUTCD: 4D.06.12*





Timing Implementation Improvements

- Hoover Street was originally designed with lagging bicycle phasing. However, field observations showed that many bicyclists were proceeding through the intersection alongside northbound and southbound vehicle traffic.
- To improve safety and operations, the signal was re-sequenced to implement leading bicycle phasing, allowing bicyclists to enter and clear the intersection ahead of the north-south vehicle movements.



Programmed Visibility Challenges

- Because the trailing mast arm is intended for track clearance, the green indications on the overlap signal head are designed to be visible only after vehicles have crossed the railroad tracks.
- This required coordination with the contractor during installation to properly configure signal head visors, ensuring the intended visibility and driver response.



• Dashcam View at Limit Line

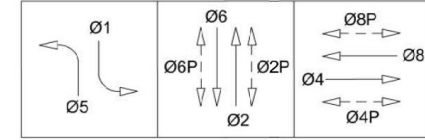


• Dashcam View at Intersection

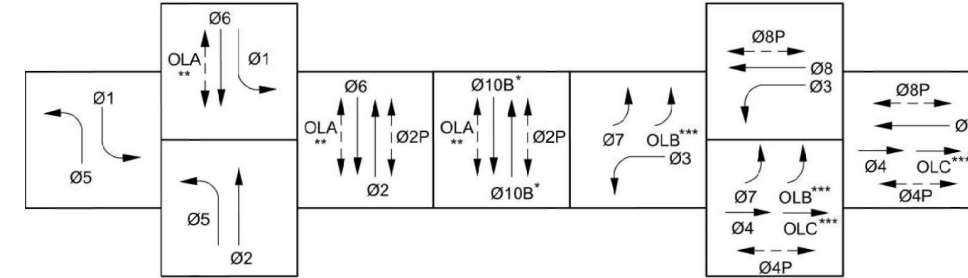
Timing Implementation Challenges

- At Hoover Street and Westminster Blvd, the intersection operates with all eight standard vehicle phases along a major arterial roadway.
- This intersection required a large number of signal phases to accommodate vehicle movements, track clearance overlaps, pedestrian crossings, and a dedicated bicycle phase.
- The standard number of outputs is typically 12. at this intersection there was 15. Due to the high number of active phases and operational complexity, an auxiliary controller file was required to support the signal timing and logic.

EXISTING PHASE DIAGRAM



PROPOSED PHASE DIAGRAM



Timing Implementation Challenges

- Increased phasing at these intersections required expanded detection coverage.
- Multiple video detection cameras were installed on each approach.
- Detection cameras were also installed to serve the bike trail crossings.
- This configuration required close coordination to develop and manage a large number of detection zones.





Project Team & Partners

- Mendez Family
- City of Westminster
- Fehr & Peers
- SCAG
- OCTA
- CA Natural Resources Agency
- CA Senator Tom Umberg
- MIG
- Orange County Department of Education
- Mark Thomas
- DKS Associates
- KASA Construction, Inc.
- AET & Associates
- Bravo Sign
- Iteris, Inc.



Thank You

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