City of Jurupa Valley

Traffic Safety Committee
City of Jurupa Valley City Hall
Council Chambers
June 24, 2021
3:00 P.M
8930 Limonite Ave., Jurupa Valley, CA 92509

If you are viewing via the Live Stream at https://www.jurupavalley.org/422/Meeting-Videos and wish to speak under either the Public Comments or on a specific item, please submit your questions or comments via email to staff Committee Secretary at greed@jurupavalley.org. Members of the public are encouraged to submit email comments prior to 2:00 p.m. Thursday May 27, 2021, but email comments must be submitted prior to the item being called by the Chair. The Committee Secretary shall announce all email comments, provided that the reading shall not exceed three (3) minutes, or such other time as the Committee may provide, because this is the time limit for speakers a Traffic Safety Committee Meeting. Comments on Agenda items during the Traffic Safety Committee Meeting can only be submitted to the Committee Secretary by email. The City cannot accept comments on Agenda items during the Traffic Safety Committee Meeting on Facebook, social media or by text.

A. As a courtesy to those in attendance, we ask that cell phones be turned off or set to their silent mode and that you keep talking to a minimum so that all persons can hear the comments of the public and Traffic Safety Committee. The Committee Rules of Procedure and Order require permission of the Chair to speak with anyone at the staff table or to approach the dais.

B. A member of the public who wishes to speak under Public Comments must fill out a "Speaker Card" and submit it to the City Staff BEFORE the Chairman calls for Public Comments on an agenda item. Each agenda item up will be open for public comments before taking action. Public comments on subjects that are not on the agenda can be made during the "Public Appearance/Comments" portion of the agenda.

C. If you wish to address the Traffic Safety Committee on a specific agenda item or during public comment, please fill out a speaker card and hand it to the Clerk with your name and address before the item is called so that we can call you to come to the podium for your comments. While listing your name and address is not required, it helps us to provide follow-up information to you if needed. Exhibits must be handed to the staff for distribution to the Committee

D. As a courtesy to others and to assure that each person wishing to be heard has an opportunity to speak, please limit your comments to 5 minutes.

REGULAR SESSION

1. 3:00 P.M. – Call to Order and Roll Call for Regular Session

Committee Members:

- Carol Crouch, Chair
- Robert Galindo
- Paul Toor, Secretary
- Sgt. Robert Torres
- Hugo Bustamante, Vice Chair
- Michael Flad
- Mayra Jackson

2. **Pledge of Allegiance**

3. **Public Appearance/Comments**

4. **Approval of Agenda**

5. **Approval of March 25, 2021 Regular Meeting Minutes**

NEW BUSINESS ITEMS

6. **Requested Improvements on Mintern Street Near Ina Arbuckle Elementary School.**

7. **Traffic Control on Tyrolite Street Between Whitney Drive and Jurupa Road.**

8. **Corridor Improvements on Felspar Street Between Limonite Avenue and 56th Street.**

9. **Linares Avenue Corridor Parking Review Between Clay Street and Moraga Avenue and Intersection Modification at Moraga Avenue**

INFORMATIONAL ITEMS

10. **Status of On-going Projects and Requests and Other Information**

11. **Emails to the Traffic Safety Committee**

Adjournment to July 22, 2021 Meeting – Council Chambers.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a meeting of the Jurupa Valley Traffic Safety Committee, please call 951-332-6464. Notification at least 48 hours prior to the meeting or time when services are needed will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Agendas of public meetings and any other writings distributed to all, or a majority of, the Jurupa Valley Traffic Safety Committee in connection with a matter subject to discussion or consideration at an open meeting of the Traffic Safety Committee are public records. If such writing is distributed less than 72 hours prior to a public meeting, the writing will be made available for public inspection at the City of Jurupa Valley, 8930 Limonite Ave., Jurupa Valley, CA 92509, at the time the writing is distributed to all, or a majority of, the Jurupa Valley Traffic Safety Committee. The Traffic Safety Committee may also post the writing on its Internet

City of Jurupa Valley

DRAFT MINUTES

Traffic Safety Committee

CITY OF JURUPA VALLEY

March 25, 2021

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Traffic Safety Committee was called to order at 3:00 pm. March 25th at 3:00 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

Members present:

- Carol Crouch Presiding as Chair
- Robert Galindo, Member
- Myra Jackson, Member
- Sgt. Robert Torres, Member
- Hugo Bustamante, Member
- Michael Flad, Assistant City Manager
- Paul Toor, City Engineer

Members absent:

- Myra Jackson, Member

Attendees:

- Rob Olson, City Staff
- Grizelda Reed, City Staff

2. Pledge of Allegiance – Committee Member Sgt. Robert Torres led the Pledge of Allegiance

3. Public Appearance/Comments - NONE

4. Approval of the Agenda

Committee Member Flad moved and Committee Member Galindo seconded the motion to approve the March 25th, 2021 agenda. The motion was approved by the following vote:

Ayes: Crouch, Galindo, Flad, Torres, Bustamante, Toor

Noes: None

Abstained: None

Absent: Jackson

5. Approval of Minutes

Committee Member Bustamante moved and Member Sgt. Torres seconded the motion to approve the January 28th 2021 Minutes. The motion was approved by the following vote:

Ayes: Crouch, Flad, Galindo, Torres, Toor, Bustamante

Noes: None

Abstained: None

Absent: Jackson

6. Selection of a Committee Vice Chair and Secretary

Staff member Olson introduced the upcoming reorganization of Committee due to a vacancy by former Vice Chair Orta. Mr. Olson proceeded to forward to Chair Crouch for nominations. Chair Crouch opened nomination for Vice Chair; after no nominations were announced, Chair closed nominations and called for roll call for nomination of Committee Member Hugo Bustamante as Vice Chair. Chair Crouch announced the appointment of Paul Toor as Secretary to the Traffic Safety Committee. The motion was approved by the following vote:

Ayes: Crouch, Flad, Galindo, Torres, Toor, Bustamante

Noes: None

Abstained: None

Absent: Jackson

7. Status of on-going projects and requests and other information

Staff Member Olson provided a verbal presentation of ongoing projects and presented status of Grants recently submitted.

8. Emails to the Traffic Safety Committee

Staff member Ms. Grizelda Reed read an email from resident regarding truck traffic in residential neighborhoods. Mr. Olson provided a additional information on truck restrictions in area neighborhoods. Chair Crouch requested a response from the Traffic Safety Committee be sent to resident.

9. Adjournment at 3:29 to the April 22, 2021 Meeting – Council Chambers

Committee Member Jackson arrived at 3:45 pm

Local Road Safety Plan Workshop

Mr. Olson provided a PowerPoint presentation and reviewed of the Local Road Safety Plan goals and objectives with the Committee. Mr. Olson included Workshop Tasks for the Committee's consideration.

In the Local Safety Plan the following goals, project tasks and Objectives were discussed:

- Strategies for reduce speeding
- Reducing roadway departure and hit object collisions
- Reducing pedestrian and bicycle collisions

- Reducing nighttime collisions
- Improving communication with the public regarding public safety
- Improving commercial driving compliance and safety
- Reduce impaired/distracted driving involved in collisions

Strategies reviewed and discussion of the following topics:

- Education
- Enforcement
- Engineering
- Emergency Services

Preliminary emphasis areas for the LRSP were discussed and it was determined that additional items would be brought back to the Traffic Safety Committee for further discussion at the next scheduled meeting.

Respectfully submitted,

_____

Paul Toor, Committee Secretary

STAFF REPORT

DATE: **June 24, 2021**

TO: **CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS**

FROM: **ROB OLSON, TRANSPORTATION ANALYST**

SUBJECT: **AGENDA ITEM NO. 6**

REQUESTED IMPROVEMENTS ON MINTERN STREET NEAR INA ARBUCKLE ELEMENTARY SCHOOL

Recommendation

Staff recommends that:

1. Public Works install a 25 mile per hour speed limit sign on Mintern Street north of Mission Boulevard;
2. Conduct any tree trimming necessary so that existing street signs are clearly visible and meet retroreflectivity standards and refresh existing school zone markings in the public right-of-way;
3. Work with Jurupa Unified School District staff to prepare and distribute traffic safety information to parents and visitors to Ina Arbuckle Elementary School and residents along Mintern Street; and
4. The City work with school district staff to develop options for providing a crosswalk at the elementary school driveway.

Summary / Issue

Staff was requested to review traffic safety conditions along Mintern Street between Mission Boulevard and the entrance to the Ina Arbuckle Elementary School. The requestor stated that vehicles travel too fast along Mintern Street and that there is no safe crossing on Mintern Street for school children to cross from the east to the west side of the street near the school entrance.

Background

The Ina Arbuckle Elementary School campus is accessible via Mintern Street and Packard Street. Both local streets terminate at the school property and circulation within the school is generally a one-way pattern from east to west. Parents and visitors coming to the school campus generally enter via Mintern Street and then exit via Packard Street.

To provide better campus security, locking gates were added at the north ends of Mintern Street and Packard Street several years ago. When the school is not in session, the gates are closed on the two streets become dead end roads. When the school is in session. The Mintern Street gates are opened to allow vehicles to enter.

There is currently a crosswalk located at the north end of Mintern Street within the school property. As shown in Figure 1, prior to the entrance gates being installed pedestrians could cross the street using this crosswalk. However as shown in Figure 2, when the entrance gates are opened they cut off the use of the crosswalk by blocking it on both sides. School staff has requested that the City install a new crosswalk on the outside of the gate.

Figure 1: Mintern Entrance Prior to the School Gate and Fencing

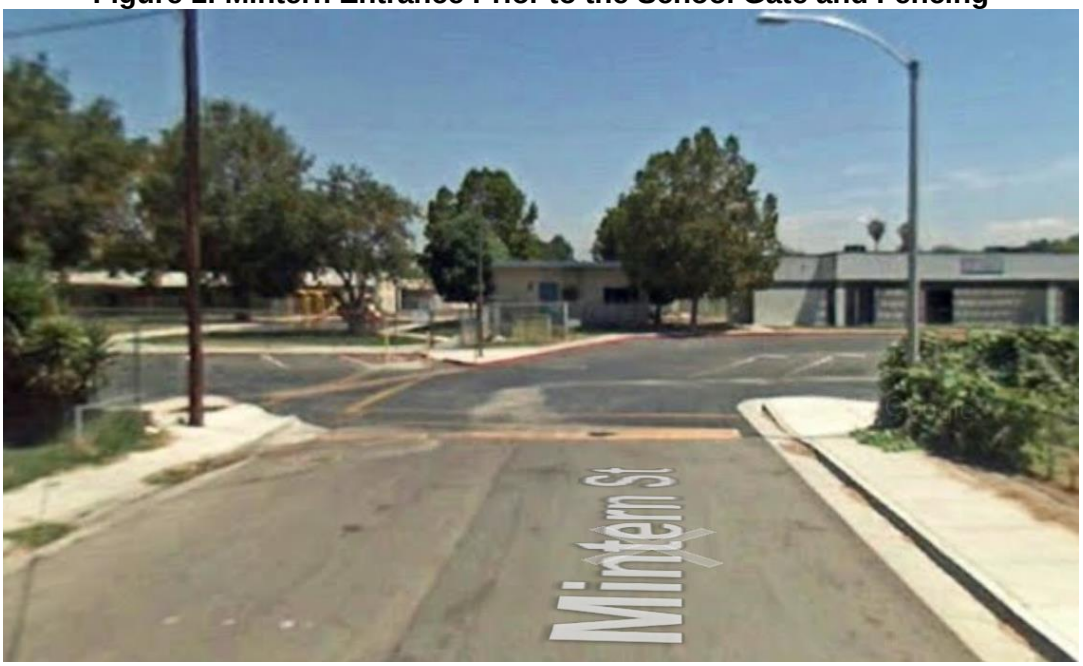
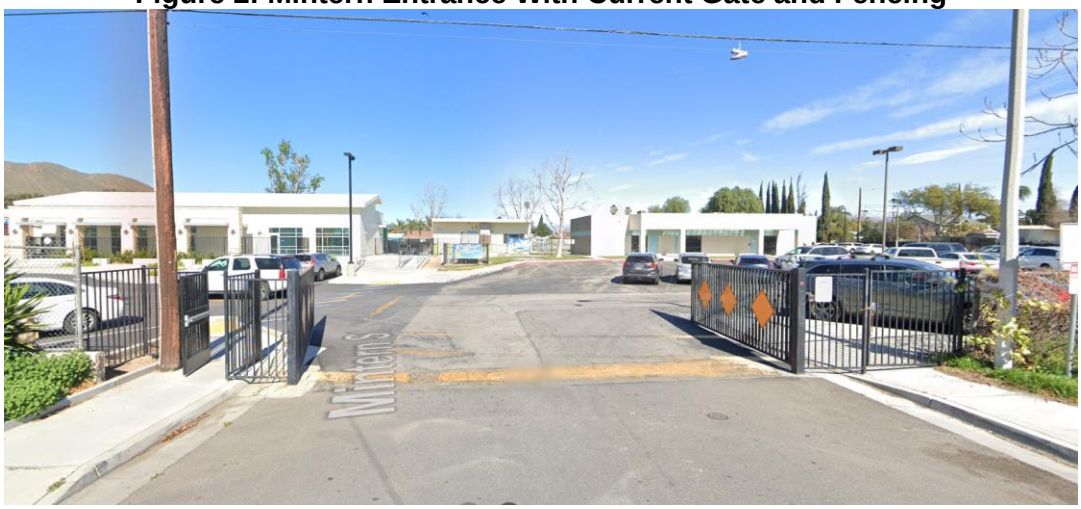


Figure 2: Mintern Entrance With Current Gate and Fencing



School staff stated they felt that the school zone signs along Mintern Street are not visible because of tree branches obstructing the signs and that large vehicles will occasionally block the signs by parking in front of them. School staff also stated that traffic travels too fast during the school ingress and egress periods making it unsafe for children to cross the street at the school entrance.

Discussion

Staff reviewed the field conditions along Mintern Street and did not find that the school zone signs were obstructed by tree growth as there are no trees close to the one school zone sign. School staff asked if additional pavement markings could be added to the street to warn drivers to slow down. In discussions with school staff, it was noted that there is currently a standard school zone marking design per the California Manual on Uniform Traffic Control Devices (CA MUTCD) on the pavement, which will be refreshed before the beginning of the school year and that no other standard school zone markings are available to use.

City staff noted that as is typical of short local streets there is no speed limit sign installed on Mintern Street north of Mission Boulevard, but that one could be added. It was also noted that because outside of school hours Mintern Street is a dead-end street with no through traffic, all of the drivers using the street are either local residents or school-related traffic. Therefore, likely the most productive method of reducing travel speeds would be educating drivers on the need to drive carefully in school zones. This could be done through a joint effort by city and Jurupa Unified School District (JUSD) staff. City staff will work with the JUSD on a process to reach out to the parents. In addition, the City will review options for providing information to the local residents on the need for safe driving on Mintern Street.

Staff reviewed options for providing a crosswalk at the north end of Mintern Street near the school. However, there are several design issues that must be resolved in order to provide a functional and legal crosswalk. The first is that a crosswalk installed outside the existing school gate would be considered a mid-block crosswalk and would require adoption by the City Council to formalize its location. The second is that there are no current sidewalk ramps outside the gate to access a crosswalk. Also, there are existing driveways and the walk-through gates to the school with existing ramps nearby that may limit the type of modifications that can be made. The requested crosswalk would be primarily for the benefit of the school as it is not needed for other pedestrian activity. Therefore, staff will contact JUSD staff to determine if modifications can be made to the school's gates or their location to maintain access to a crosswalk within the school's property. Especially since it was the installation of the school's driveway gates that made the existing crosswalk unusable. If a suitable option for a crosswalk cannot be found inside the entrance gate, any crosswalk within the city right-of-way would require capital budgeting to obtain design and funding.

Staff will review operating conditions along Mintern Street after school resumes in the Fall to measure traffic speeds and identify any other traffic concerns.

Fiscal Impact

The provision of a speed limit sign will cost approximately $250 (time and materials) and refreshing the existing school zone pavement marking would be funded from the current signing and striping maintenance budget.

Coordination of a public educations process with the school district would be paid for through regular staff time as available.

The development of a new crosswalk and sidewalk modifications on Mintern Street is estimated to cost between $25,000 and $30,000 depending on the level of modifications and drainage work involved. Funding for such a project would need to be developed through a capital funding source.

STAFF REPORT

DATE: **June 24, 2021**

TO: **CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS**

FROM: **ROB OLSON, TRANSPORTATION ANALYST**

SUBJECT: **AGENDA ITEM NO. 7**

REQUEST FOR TRAFFIC CONTROL ON TYROLITE STREET BETWEEN WHITNEY DRIVE AND JURUPA ROAD

Recommendation

Staff recommends that the Traffic Safety Committee review the information provided, consider public input and provide staff with direction on future study that should be conducted along Tyrolite Street. Staff also recommends that the Riverside County Sheriff's Department conduct periodic traffic speed enforcement along the street as staffing allows.

Summary / Issue

Staff received a request by a resident of Tyrolite Street for measures to reduce traffic speeds on the segment of the Tyrolite Street between Whitney Drive and Jurupa Road. That section of Tyrolite Street currently has a posted speed limit of 35 miles per hour. The typical daily traffic volume on the street is about 4,500 vehicles per day.

Traffic survey data has not been collected on Tyrolite Street for several years and while a new Engineering & Traffic Survey (E&TS) is not due to be conducted until 2023, the collection of current speed and volume data is planned for this Fall after school is back in session and in-person classes are fully occupied. Because of this gap in data, no current data on the actual speeds of traffic are available.

Tyrolite Street has two lanes and there are no stop signs for the Tyrolite approaches between Whitney Drive and Jurupa Road. There is all-way stop control at both the Whitney Drive and Jurupa Road intersections along with an at-grade rail crossing just south of Jurupa Road. Sidewalks are located along portions of Tyrolite Street, but none north of Alta mar Drive, and on-street parking is allowed along most of the street. Tyrolite Street also has a substantial downhill grade going from south to north. The general site vicinity is shown in Figure 1.

Background

Tyrolite Street is used as a regular commuter route for drivers going to and from Mission Boulevard, as well as parents and high school students travelling to and from school. No studies have been conducted to determine if all-way stop control is warranted at any of the four-legged intersections. However, stop signs would not be installed along Tyrolite Street solely for the

purposes of speed control per the guidance in the California Manual on Unform Traffic Control Devices (CA MUTCD).

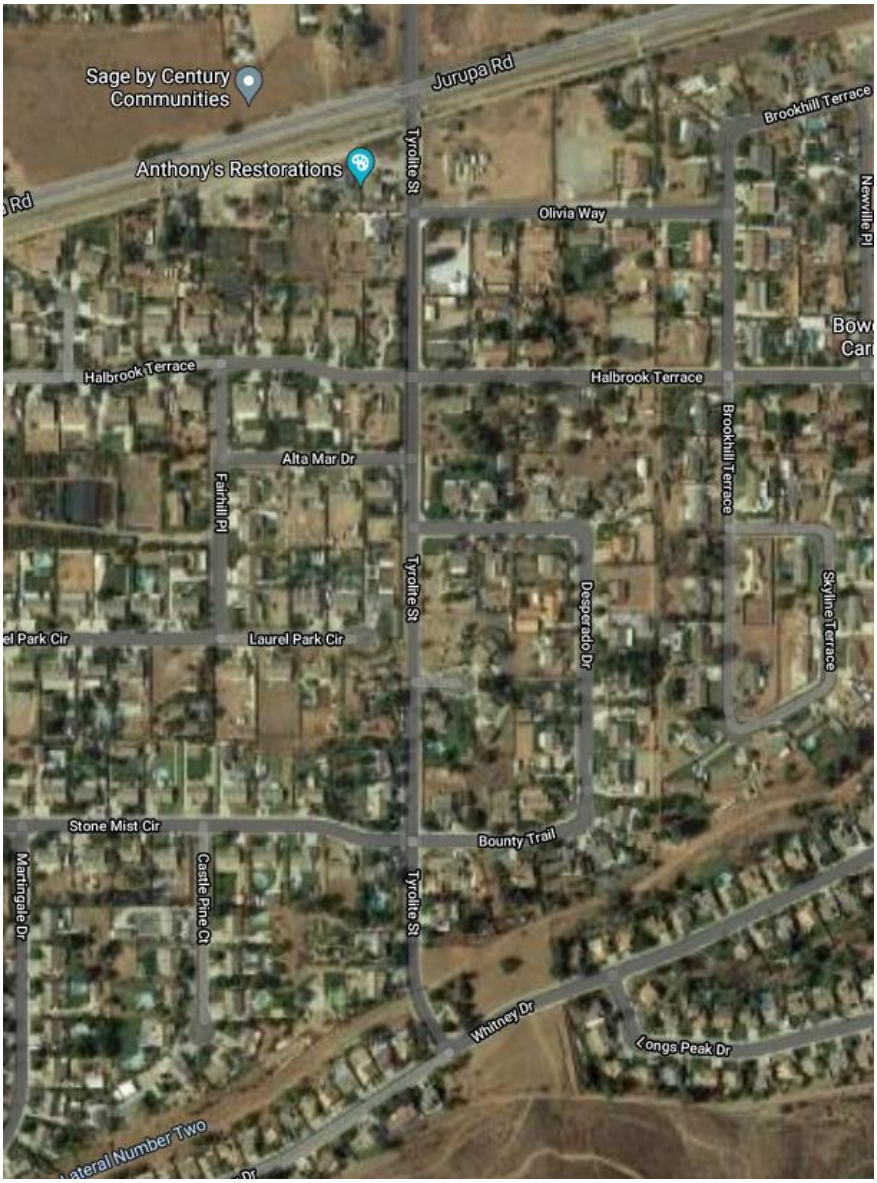


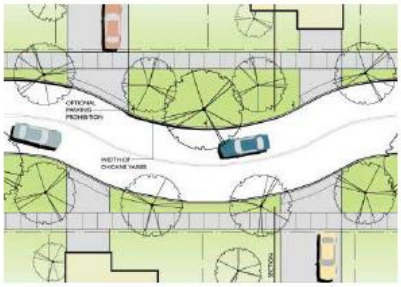
Figure 1: Site Location

Discussion

Since the street has a current E&TS the traffic speeds are enforceable via radar surveys. Periodic enforcement along the street is recommended. However, other passive speed controls should also be considered as part of a larger neighborhood traffic management program. Applicable devices that could be used to control speeds would generally include lateral traffic control devices and radar feedback signs. The intent of such devices is to eliminate the straight-line path of vehicles causing drivers to slow down to negotiate each change in direction and alert drivers to their speed if it is too fast. The types of lateral traffic control devices that could be included in this type of action would be neighborhood traffic circles, chicanes, center islands

(narrowing in the middle), and/or chockers (narrowing on the outsides). Samples of these are included in the following illustrations. The image of the neighborhood traffic circle is one that was recently installed in the City of Riverside along Victoria Avenue. The City of Riverside has installed several of these as part of a citywide traffic management program.

City of Riverside - Victoria Avenue/Eleventh Street Neighborhood Traffic Circle



Chicanes

Center Island Narrowings/Crossing Islands

Chicanes, chokers, and center islands can have several types of design and can be tailored to context in which they're being used.

The City of Jurupa Valley currently does not have a comprehensive traffic management program that would cover such projects. But these types of projects and elements may be considered for temporary installations as pilot projects and as part of "quick build" or "pop-up" projects that are regularly funded through the Riverside County Transportation Commission (RCTC). If the City is interested in considering and pursuing these types of projects staff can conduct additional research into the timelines for funding and the required applications or each.

Any installation of temporary or permanent traffic control devices would require additional study and analysis to determine both the expected benefits of each and design requirements necessary to accommodate the various vehicle types that operate on these streets.

Fiscal Impact

The costs for each will depend on the location, scale and type of design being considered. A temporary traffic circle was projected to cost approximate $5,000 for a 3 to 4-month test period and between $20,000 and $35, 000 for a permanent depending on the location, size, and design of the circle.

Chicanes, center islands, and chockers are estimated to cost between $35,000 and $75,000 for permanent designs. Temporary test projects can be installed for between $10,000 and $15,000 depending on the materials used.

For temporary installations, the intent would be to assemble them out of reusable materials so that the cost of subsequent installations would be substantially reduced. Funding for temporary devices may be available through periodic grant funding. However, most temporary installations may need to be funded out of City's funds. Permanent construction could be paid for through grant funding, city funds, or the creation of benefit districts or similar sources earmarked for traffic safety programs.

STAFF REPORT

DATE: **June 24, 2021**

TO: **CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS**

FROM: **ROB OLSON, TRANSPORTATION ANALYST**

SUBJECT: **AGENDA ITEM NO. 8**

CORRIDOR IMPROVEMENTS ON FELSPAR STREET BETWEEN LIMONITE AVENUE AND 56TH STREET

Recommendation

Staff recommends that the City:

A. Provide high visibility school crosswalks at the 58th Street and 59th Street intersections along with additional crosswalk signage.
B. Provide edge line striping with non-reflective markers along Felspar Street between 56th Street and 61st Street to provide a visual narrowing of the street for drivers. The lines would be placed in the same location where the future bike lane striping would be placed so that the lines would be reused when the full bike lane striping is installed.
C. Refresh all signs, markings, and pavement legends as necessary to ensure all traffic controls are clearly visible.
D. Conduct a new Engineering & Traffic Survey (E&TS) this Fall to determine if the current posted 40 mile per hour speed limit can be reduced.

Summary / Issue

Staff received a request from a resident along Felspar Street to review traffic operations and safety in the segments between 56th Street and Limonite Avenue. The resident was concerned about both traffic speeds along the street and the safety of school children and parents walking to and from Pedley Elementary School. The resident requested that the speed limit be reduced from its currently posted 40 mile per hour limit, that the traffic volumes should be reduced, that sidewalks be installed, and speed control devices, such as speed bumps (or humps), be installed along Felspar Street.

Background

Felspar Street is a two-lane street that is currently unclassified in the City's General Plan. However, it has historically been classified as either a Secondary or Collector Roadway and therefore has a wider cross-section than a typical "local" street. The street has sidewalks along some sections and a dirt trail along much of the west side of the street. There are several cross street intersections along Felspar Street with all-way stop sign control at the intersections with

56th Street and 58th Street. School crosswalks are included at the 58th Street and 59th Street intersections. On-street parking is allowed nearly all of Felspar Street.

The Felspar Street varies in width between 43 and 56 feet. The City's Circulation Plan for Bicyclists and Pedestrians (Bike/Ped Plan) plans for the future provision of bike lanes on Felspar Street.

Discussion

Pedestrian accommodations along Felspar Street are limited in some areas requiring that pedestrians either walk along the edge of the roadway or along the dirt trail on the west side of the street. For access to the elementary school, there are currently no sidewalks along 58th or 59th approaching the school. There are also currently no capital projects that are programmed to include sidewalk along Felspar Street, a local development project will be including additional sidewalk nearby along 59th Street. A sidewalk project for the area to infill missing facilities and provide other safety features is being prepared for the next round of Active Transportation Safe Routes to School grant cycle that will be submitted and selected in 2023. In addition, discussions will be conducted with the Jurupa Unified School District regarding the development of school frontage improvements along Hudson Street and 58th Street to extend sidewalks and bike accommodations along the school frontages.

The Felspar Street corridor was one identified in both the Bike/Ped Plan and during the complete streets safety assessment project currently being conducted as a corridor/area that would benefit from various bicycle and pedestrian safety measures. These include, but are not limited to, the following:

- Corner bumpouts at the 58th Street, 59th Street, and 61st Street intersections.
- Lane width reduction striping.
- Striped bike lanes.
- Sidewalks
- Enhanced school crosswalks.
- Intersection lighting

No capital projects have currently been programmed to provide these features along the corridor.

Since curb and gutter is already developed along much of Felspar Street, the street could be eligible to include limited restriping to provide segregated areas for on-street parking, bike/ped lanes, and auto travel lanes. These could be developed along various segments depending on available funds. As an interim measure, the following enhancements are proposed:

- Provide high visibility crosswalks at the 58th Street and 59th Street intersections along with additional crosswalk signage.
- Provide edge line striping with non-reflective markers along Felspar Street between 56th Street and 61st Street to provide a visual narrowing of the street for drivers. The lines would be placed in the same location where the future bike lane striping would be placed so that the lines would be reused when the full lane striping is installed.
- Refresh all signs, markings, and legends as necessary to ensure all traffic controls are clearly visible.

- Conduct a new Engineering & Traffic Survey (E&TS) this Fall to determine if the current posted 40 mile per hour speed limit can be reduced.
- Conduct community outreach begin plan preparation for the next cycle of Active Transportation grants to include sidewalk and other local pedestrian and bicycle facility enhancements.
- Program Felspar Street for additional striping and/or roadway improvements either in upcoming maintenance work or as part of any upcoming street repaving or resurfacing project for Felspar Street.

It is important to note that the resident-requested speed bumps (or speed humps) cannot be provided on Felspar Street as the posted speed limit is higher than 25 miles per hour. In addition, the requested speed limit reduction can only be done based on the results on a new E&TS or if the cross-section of the street is substantially changed and the City Engineer prepares a report stating why the new cross-section warrants a reduced speed limit from the current E&TS supported speed limit.

Fiscal Impact

The proposed edge line striping between 61st Street and 56th Street is expected to cost approximately $3,500. The additional crosswalk warning signs are projected to cost approximately $750 including labor and materials.

Refreshing the existing crosswalks and other existing traffic controls will be funded through existing signing and striping maintenance funds.

Attachment A: Felspar Street Corridor Image

ATTACHMENT A: FELSPAR STREET CORRIDOR IMAGE

STAFF REPORT

DATE: **June 24, 2021**

TO: **CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS**

FROM: **ROB OLSON, TRANSPORTATION ANALYST**

SUBJECT: **AGENDA ITEM NO. 9**

LINARES AVENUE CORRIDOR PARKING REVIEW BETWEEN CLAY STREET AND MORAGA AVENUE AND INTERSECTION MODIFICATION AT MORAGA AVENUE

Recommendation

Staff recommends that:

1. The inventory and updating of the existing on-street parking regulatory signs be completed,
2. A speed hump analysis be completed once the resident petition is completed and returned to the City, and
3. That a test raised splitter island be installed on the Linares Avenue approach at the intersection of Linares Avenue and Moraga Avenue to test its effect on reducing stop sign violations and slowing vehicles.
4. The City request that the Country Club install a stop sign on the exit of their driveway.

Summary / Issue

Several requests were made by residents along Linares Avenue to 1.) review the on-street parking regulations along the corridor and refresh signs that have faded and are not readable, 2.) install speed humps on Linares Avenue between Moraga Avenue and Pico Avenue, and 3.) install additional traffic control at the intersection of Linares Avenue with Moraga Avenue.

The resident requesting the parking sign review indicated that many of the stop signs along the street have substantially faded and no longer readable. Many of these signs are located near the Indian Hills Elementary School and were installed to address school-related parking issues. During the staff review of the corridor it was noticed that several of the signs do not appear to be consistent with adjacent signs and so an inventory of the existing signs was conducted to determine which parking restrictions should be in place and identify which signs need to replace with new signs. A summary of those sign legends and their locations are included in Attachment A.

A separate resident request that speed humps be installed on Linares Avenue to address their concern that traffic is speeding along Linares Avenue and then failing to stop at the Moraga Avenue intersection resulting in several run-off-the road collisions. In addition to the speed humps, the resident also requested that all-way stop control be installed at the Moraga Avenue

intersection. The intersection has stop control only on the Linares approach and there is no posted stop-sign control on the north or south approaches. At that intersection, the north leg of is Moraga Avenue, while the south leg is the driveway for the Jurupa Hills Country Club.

Background

A field inventory of the existing parking signs along Linares Avenue was conducted. As shown in Attachment A, there are currently four different regulatory parking signs along the corridor with many of them referencing old Riverside County ordinance numbers rather than current Jurupa Valley municipal code citations. Staff is currently preparing a revised plan for the corridor with corrected signs that include current city references.

The resident who requested the speed humps be installed along Linares Avenue provided an application form but did not submit the required petition signed by the area residents as required by the speed hump policy and procedures manual. The resident was sent a sample form along with a list of the addresses from which signatures would be required. That petition has not yet been returned. Once completed, staff will conduct the necessary traffic counts and speed sampling to determine the extent of the issue. Traffic counts would be conducted after the Fall school semester commences and traffic has returned to a more 'typical' pattern.

While vehicle speeds may be higher than desired on this section of Linares Avenue, the curvilinear layout of the street would not make it a good candidate for speed hump placement. The existing Linares Avenue layout between Moraga Avenue and Pico Avenue is shown in Figure 1. A more detailed analysis for speed humps will be conducted once the resident petition is returned and traffic counts and speed sampling can be conducted this Fall.

Figure 1: Linares Avenue Between Moraga Avenue and Pico Avenue

The same resident has requested all-way stop signs be installed at the intersection of Linares Avenue with Moraga Avenue. The resident stated that traffic does not stop on any of the approaches and that several cars have gone off the road in that area avoiding collisions. The current intersection configuration is shown in Figure 2. As previously noted, the intersection is unusual in that the south leg of the T-intersection is a private driveway. Per the California Vehicle Code (CVC) and typical design practices, the terminating leg of the intersection would be the one required to stop and yield to oncoming traffic. There is currently a stop sign posted on Linares Avenue. However, based on field observations it appears that many of the drivers

approaching the intersection on Linares Avenue are focused on traffic coming from their left (north approach) and so do not stop at the intersection.

The existing intersection has a slight skew that results in the most common turns for traffic to be a less than a 90-degree turn. This can also contribute to drivers carrying excess speed into the intersection and not stopping. A search of collision data for the past 5 years only indicated one reported collision, so any other collisions are not being reported.

Figure 2: Existing Linares Avenue and Moraga Avenue Intersection

Discussion

To better channelize traffic at the intersection staff recommends that a raised splitter island similar to those used approaching roundabouts be installed on Linares Avenue just west of the intersection. In order to not interfere with the stormwater drainage across the intersection, the island would be places just west of the concrete cross gutter. A sample design of the proposed splitter island in shown in Figure 3. The island would be designed so that vehicles approaching the intersection along Linares Avenue, the island would direct the driver slightly towards the south so the vehicle path would intersect Moraga Avenue at closer to a 90-degree angle. Southbound traffic also would need to reduce speed to safely make the right turn between the existing corner radius and the island. The island would also protect vehicles turning left from Linares Avenue from errant traffic travelling too fast on Moraga Avenue that cannot negotiate the right turn.

In addition to the splitter island, staff will also discuss with the Jurupa Hills Country Club management the installation of a stop sign at the exit of their driveway so exiting country club patrons would need to stop before entering the roadway. Typically, vehicles exiting a private driveway are required to yield to traffic on the public street. The lack of a stop sign on the country club driveway is not a typical design that other drivers would expect. Appropriate subpates would also be added with the stop signs indicating that traffic from the north does not stop.

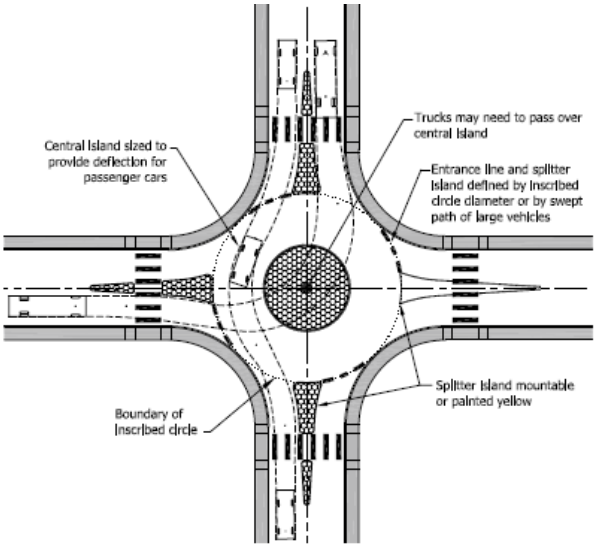


Figure 1: Design Features of a Mini-Roundabout

Figure 3: Sample Splitter Island Design

Fiscal Impact

Staff estimates that a temporary splitter island would cost about $4,000 to construct and test in the field for approximately four months. At that time if the temporary island test is considered successful, a permanent design would be constructed. A permanent design is projected to cost between $7,500 and $9,000. The island would be designed so that it could be constructed on top of the existing pavement rather than cut into it thereby reducing costs. The funds for the island design and construction would be provided by capital funds or grant funding if available.

Attachment A: Linares On-street Parking Sign Inventory

Attachment A: Linares Street On-Street Parking Sign Inventory