

City of Jurupa Valley

**Traffic Safety Committee
City of Jurupa Valley City Hall
Council Chambers
September 23, 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 September 23, 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. Javier Morando
- Hugo Bustamante, Vice Chair
- Michael Flad
- Mayra Jackson

2. Pledge of Allegiance

3. Public Appearance/Comments

4. Approval of Agenda

5. Approval of June 24, 2021 Regular Meeting Minutes

NEW BUSINESS ITEMS

6. Requested for All-Way Stop Control on 64th Street Near at Baker Street.

7. Requested for All-Way Stop Control on Rutile Street at 55th Street.

8. Requested for All-Way Stop Control on Troth Street at 60th Street.

INFORMATIONAL ITEMS

9. Status of On-going Projects and Requests and Other Information

10. Emails to the Traffic Safety Committee

Adjournment to October 28, 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

June 24th, 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. June 24th at 3:00 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

Members present:

- Carol Crouch Presiding as Chair
- Hugo Bustamante, Vice-Chair
- Robert Galindo, Member
- Paul Toor, City Engineer

Members absent:

- Michael Flad, Assistant City Manager
- Myra Jackson, Member
- Sgt. Robert Torres, Member

Attendees:

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

2. Pledge of Allegiance – Committee Member Robert Galindo led the Pledge of Allegiance

3. Public Appearance/Comments - NONE

4. Approval of the Agenda

Vice-Chair Bustamante moved and Committee Member Galindo seconded the motion to approve the June 24, 2021 agenda. The motion was approved by the following vote:

Ayes: Crouch, Galindo, Bustamante, Toor

Noes: None

Abstained: None

Absent: Flad, Jackson, Sgt. Torres

5. Approval of Minutes

Committee Member Bustamante moved and Member Galindo seconded the motion to approve the March 25^h, 2021 Minutes with corrections. The motion was approved by the following vote:

Ayes: Crouch, Bustamante, Galindo, Toor

Noes: None

Abstained: None

Absent: Flad, Jackson, Torres

Committee Member Jackson arrived at 3:10

6. New Business Items

6.1 Requested improvements on Minter Street Near Ina Arbuckle Elementary School

Mr. Rob Olson, Traffic Safety Staff, introduced a request to review traffic safety conditions and concerns for no safe crossing along Minter Street between Mission Blvd. and the entrance to Ina Arbuckle Elementary School. Mr. Olson provided a background and discussed several recommendations which also include coordinating efforts with the school district. Report was received and filed:

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

Mr. Rob Olson, Traffic Safety Staff, provided a presentation and introduced a request from a resident of Tyrolite Street to reduce traffic speeds on a segment of the between Whitney Drive and Jurupa Rd. Mr. Olson noted Tyrolite is used by some residents as a commuter bypass route to and from Mission Boulevard as well as access for the nearby high school. Mr. Olson provided recommendations and direction for staff for a future traffic study and recommend Sherriff's Department conduct periodic traffic speed enforcement

Committee Member Jackson moved and Vice-Chair Member Bustamante seconded the motion to conduct a Traffic Study and return to the Traffic Safety Committee after the school year begins in fall. The motion was approved by the following vote:

Ayes: Crouch, Bustamante, Galindo, Toor, Jackson

Noes: None

Abstained: None

Absent: Flad, Torres

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

Mr. Rob Olson, Traffic Safety Staff, provided a presentation and introduced a request from a resident along Felspar to review traffic operations and safety in the segments between 56th Street and Limonite Ave. The traffic concerns are about speeds along the street and the safety of school children and persons walking to and from Pedley Elementary School. Mr. Olson provided and discussed staff recommendations.

- Provide high visibility school crosswalks at 58th St. and 59th St. intersections along with additional crosswalk signage
- Provide edge line striping with non-reflective markers along Felspar St. between 56th St. and 61st. 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

- Refresh all signs, marking, and pavement legends as necessary to ensure all traffic controls are clearly visible.
- Conduct a new Engineering & Traffic Survey this fall to determine if the current posted 40 mile per hour speed limit can be reduced.

Committee Member Galindo moved and Vice-Chair Bustamante seconded the motion approve staff's recommendations. The motion was approved by the following vote:

Ayes: Crouch, Bustamante, Galindo, Toor, Jackson

Noes: None

Abstained: None

Absent: Flad, Torres

9. Linares Avenue Corridor Parking review between Clay Street and Moraga Ave. and Intersection Modification at Moraga Ave.

Mr. Rob Olson, Traffic Safety Staff, introduced several requests from residents along Linares Ave. to 1) Review the on-street parking regulations and to refresh signs that have faded and are not readable. 2) To install speed humps on Linares Ave. between Moraga Ave. and Pico Ave., and 3) Install additional traffic control at the intersection of Linares Ave. and Moraga Ave.

Vice-Chair Bustamante moved and Committee Member Jackson seconded the motion approve staff's recommendations. The motion was approved by the following vote:

Ayes: Crouch, Bustamante, Galindo, Toor, Jackson

Noes: None

Abstained: None

Absent: Flad, Torres

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

Mr. Rob Olson, Traffic Safety staff, provided updates on various projects including details of the Jurupa Rd. Grade Separation project.

11. Emails to the Traffic Safety Committee

Mr. Rob Olson, Traffic Safety staff provided information of emails received and updated the email address for the Traffic Safety Committee point of contact so the public to send requests or concerns.

Adjournment at 4:55 to the July 22, 2021 Meeting – Council Chambers

Respectfully submitted,



for Paul Toor, Committee Secretary

City of Jurupa Valley

STAFF REPORT

DATE: SEPTEMBER 23, 2021

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 6

REQUESTED ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF BAKER STREET AND 64TH STREET

Recommendation

Staff recommends that the City:

1. Add stop signs along with advance warning signs and markings to Baker Street at 64th Street to place the intersection under all-way stop sign control,
2. Include pole-top flashers to all stop signs at the intersection, and
3. Consider the placement of corner curbing to define the intersection limits

Summary / Issue

Staff was requested by a resident of the area to review traffic safety conditions at the intersection of Baker Street with 64th Street. The resident stated that traffic regularly travels along Baker Street at speeds higher than the posted 25 mile per hour speed limit and that because it is difficult to see oncoming traffic along Baker Street from 64th Street, there have been a number of collisions and regularly near misses between drivers passing through the intersection. The resident requested that all-way stop sign control be installed to both help 64th Street traffic more safely enter the intersection and to slow traffic on Baker Street.

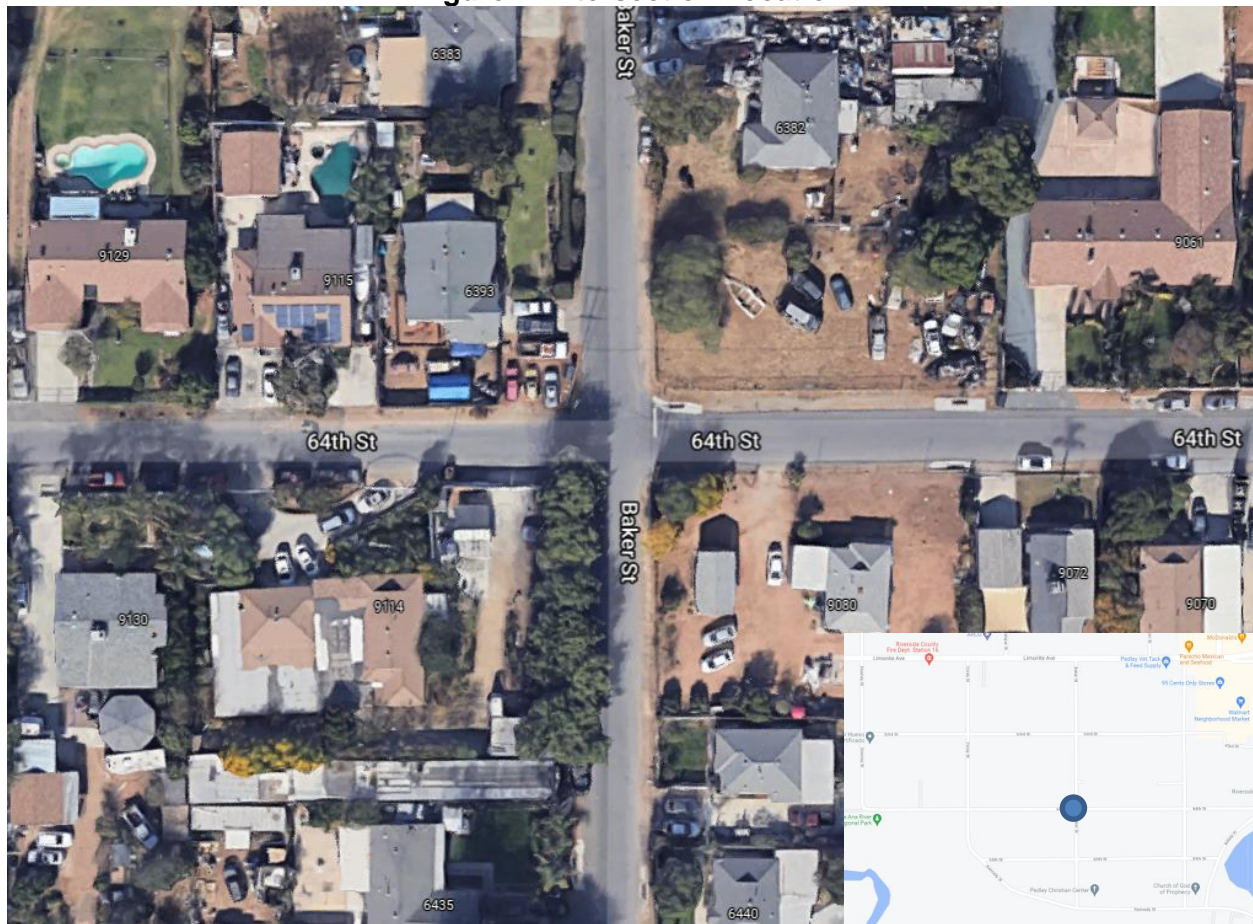
Background

The subject intersection is located 2 blocks south of Limonite Avenue and one block west of City Hall, as Shown in **Figure 1**. It is regularly used by some drivers northbound on Archer Street who cannot turn left at the Limonite Avenue intersection and so is used to get to intersections further to the west. In addition, it is used by drivers from eastbound Limonite Avenue trying to bypass back-ups approaching Van Buren Boulevard. To the east, 64th Street connects to Lakeview Avenue and Studio Place providing direct access to and from Van Buren Boulevard.

Both Baker Street and 64th Street have narrow cross-sections with dirt shoulders and no curb and gutter or sidewalks. There is a substantial amount of on-street parking that occurs on Baker Street, especially north of 64th Street, and some of that parking occurs close to the intersection or involves disabled or illegal vehicle parking. **Attachment A** includes photos of the intersection and the street approaches.

There is currently no stop control on Baker Street south of Limonite Avenue until its terminus at Kennedy Street. There is all-way stop sign control at the intersection of Archer Street and 64th Street (next intersection to the east). All-way stop control was placed at that intersection due to the higher traffic volumes and turning movements at that intersection generated by the direct access to/from Van Buren Boulevard. The 64th Street approaches are stop controlled at the intersection with Corey Street to the west.

Figure 1: Intersection Location



Discussion

Staff reviewed the field conditions at the intersection and noted that there were multiple vehicles parked close to the intersection along Baker Street, however vehicles parked along 64th Street were typically parked farther from the intersection. This may be related to the fact that all of the corner properties front to Baker Street and not 64th Street. So, vehicles parking in front of those properties would be parked on Baker Street. In addition, there were several illegally parked vehicles and what appeared to be inoperable vehicles.

The parking proximate to the intersection restricts the ability of drivers on 64th Street to see oncoming traffic without moving well out into the intersection and for drivers on Baker Street to see vehicles trying to cross or turn onto Baker Street. Portions of Baker Street in this area have a wide dirt shoulder allowing some vehicles parked along the street to be outside of the travel lanes and allow vehicles on Baker Street to travel faster than the posted speed limit and not be close to parked vehicles. Other areas the street is very narrow creating the need for slower

travel. Most of 64th Street has narrow shoulders causing parked vehicles to be close to the narrow travel lanes. This results in slower travel speeds, but also restricts sight lines for drivers as they approach intersections and driveways.

The properties at the intersection do not have what are referred to as corner cutoffs. This is where the right-of-way expands at a 45-degree angle at the intersection allowing for better visibility to approaching traffic. In addition, fences and vegetation behind those fences further limit sight lines for drivers. These conditions are visible in the photos in Attachment A.

Collision Data

A search of the City's collision database indicated that over the last 5 years there have been 10 collisions at this intersection. Summaries of the collision data are provided in **Attachment B**. The data shows that most of the collisions involved a vehicle travelling east or west with a vehicle travelling north or south. In most of those instances the vehicle on 64th Street was identified as being at fault. Several appear to be failure to stop for the stop signs on 64th, while others appear to be failure to yield to oncoming vehicles on Baker Street. Based on the field review and the limited sight distances from 64th Street to Baker Street, it is likely that drivers did not see the approaching vehicles within the available sight distance; and, if the vehicle on Baker Street was traveling above the posted speed limit that would require a longer distance than the distance required based on the posted speed limit.

Sight Distance

As shown in the photos in Attachment A, there are several locations where the necessary sight distance for drivers on 64th Street is obstructed by parked vehicles, fences, utility poles, and vegetation. The corner with the most permanently-restricted line of sight is along southwest corner of the intersection where there is an approximately 6-foot-tall fence that obstructs driver's views to the south. Based on a 25 mile per hour speed limit the required sight distance is 150 feet. If vehicles on Baker Street are traveling 30 miles per hour, that distance increased to 200 feet and if they are travelling 35 miles per hour the required distance increases to 250 feet. Under current conditions the available sight distance is less than the required distance if vehicles are parked close to the intersection and with the fence obstruction.

Traffic Volumes

While traffic volumes are typically one of the determinants in evaluating whether a location meets the threshold warrants for the placement of all-way stop control, the limitation on suitable sight distance and anecdotal data from City staff that regularly use this intersection during the day, indicated that traffic volume would not be a required data set for this evaluation. Therefore, no new traffic count data was collected for this intersection.

Alternatives

To address the limitations on sight distances at the intersection and the types of collisions that appear to occur between vehicles on the two streets, an option would be to install all-way stop control. If stop control is installed, staff recommends that pole-top flashers be added to enhance the visibility of the signs since the intersection does not have a streetlight and there is currently not a suitable pole to add a light. If stop signs are not added, then signs should be added as needed indicating that cars are restricted from parking between the signs and the intersection. Long-term consideration should be given to adding raised curbing at the intersection that would be suitable for painting red to indicate the parking restriction at the intersection.

Based on the above information and analyses, the following alternatives are available:

1. Do not install all-way stop control or no parking signs at the intersection.

2. Install all-way stop sign control with flashing beacons to emphasize the sign presence along with associated pavement markings.
3. Install no parking signs near the intersection to maintain suitable corner sight distances with a long-term strategy to add curbing that can be used to mark the intersection boundaries and restrict parking in that area.
4. Provide staff with alternative direction.

Staff recommends that alternatives 2 and 3 be implemented.

Fiscal Impact

The costs for adding the additional stop sign, pole-top flashers and pavement markings are projected to be approximately \$1,100. This would include refreshing the existing Stop legend and limit lines on 64th Street.

The cost for adding no parking signs at the intersection is projected to be approximately \$500.

Funding for such these treatments would need to be allocated from Public Work's current street signs and marking annual budget.

Attachments:

- Attachment A – Site Photos
- Attachment B – Collision Data

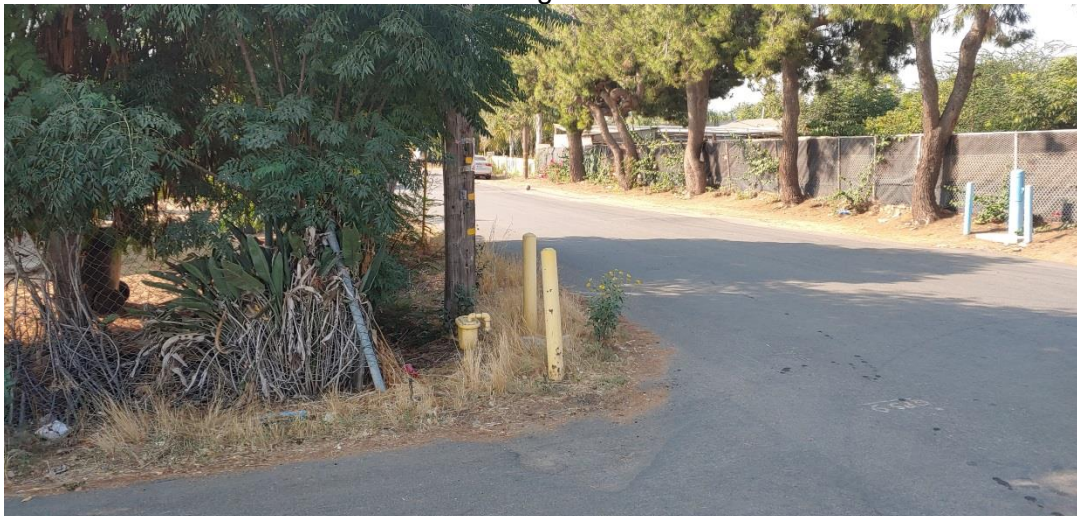
Attachments

Attachment A: Site Photos

View From Westbound 64th Street Looking North

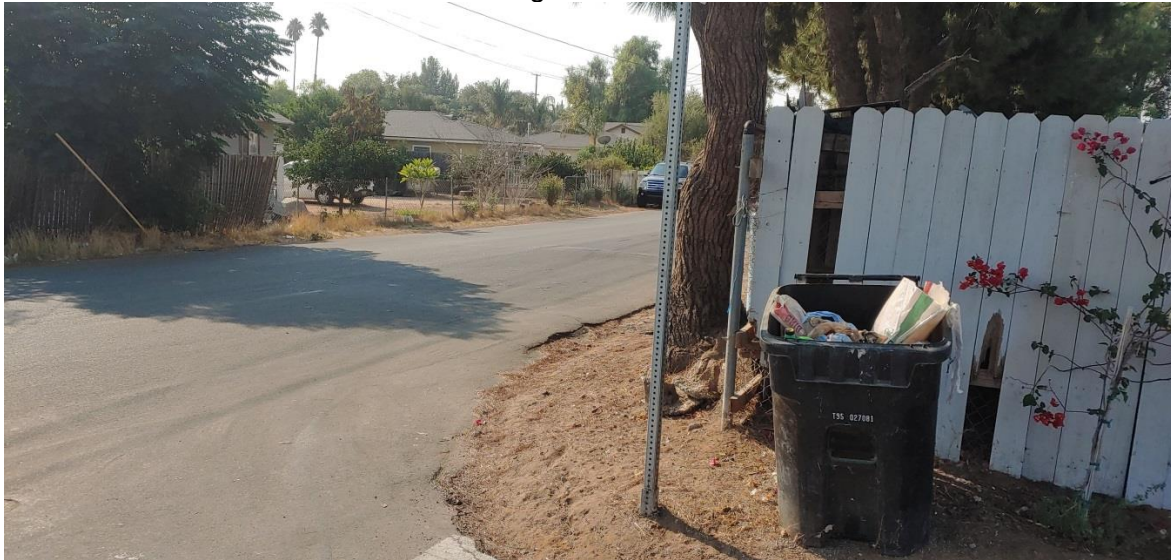


View From Westbound 64th Street Looking South



Attachment A: Site Photos (continued)

View From Eastbound 64th Street Looking South



View From Eastbound 64th Street Looking North



Attachment A: Site Photos (continued)

On-Street Parking Along West Approach of 64th Street Looking West



On-Street Parking Along East Approach of 64th Street Looking East



Attachment A: Site Photos (continued)

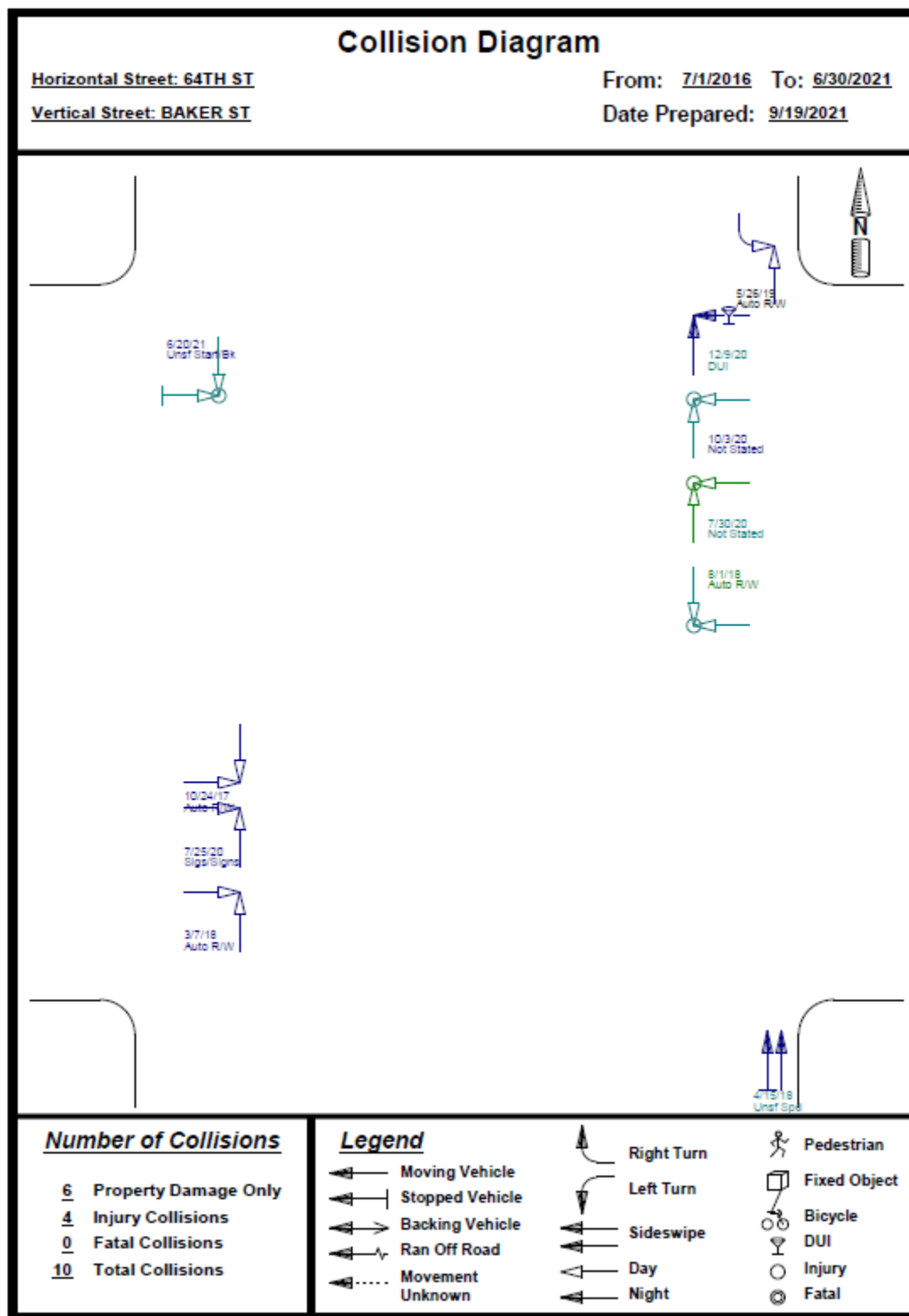
On-Street Parking Along North Approach of Baker Street Looking North



On-Street Parking Along South Approach of Baker Street Looking South



Attachment B: Collision Data



City of Jurupa Valley

Collision Summary Report

9/19/21

From 7/1/2016 to 6/30/2021

Total Collisions: 10

Injury Collisions: 4

Fatal Collisions: 0

BAKER ST & 64TH ST

Page 1 of 2

	10/24/2017	09:00	Tuesday	64TH ST - BAKER ST	0'	Direction: Not Stated	Daylight	Clear	Pry at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Proceeding Straight	Female	Age: 48	2016 KIA	FURTE	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight	Male	Age: 20	2015 KIA	OPTOMA	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
3/7/2018		17:02	Wednesday	BAKER ST - 64TH ST	0'	Direction: Not Stated	Daylight	Clear	Pry at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Proceeding Straight	Female	Age: 36	2014 VOLKSWAGEN	TIGUAN	Sport Utility Vehicle	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight	Male	Age: 54	1999 FORD	MUSTANG	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
4/15/2018		04:27	Sunday	BAKER ST - 64TH ST	0'	Direction: Not Stated	Dark - No Street	Clear	Pry at Fault:1
	Sideswipe		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Proceeding Straight	Male	Age: 27	2012 CHEVROLET	SILVERADO	Pickups & Panels	No Injury	
Veh Type:		Sobriety: HBD Impairment Un		Assoc Factor: Violation		Lap/Shoulder Harness Not Us	Cell Phone Not In Use		
Party 2 Parked Vehicle	North	Parked		Age:	2002 FORD	RANGER	Pickups & Panels	No Injury	
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated			
Party 3 Parked Vehicle	North	Parked		Age:	1999 HONDA	ODYSSEY	Mini Van	No Injury	
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated			
Party 4 Parked Vehicle	North	Parked		Age:	2001 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated			
8/1/2018		12:45	Wednesday	BAKER ST - 64TH ST	0'	Direction: Not Stated	Daylight	Clear	Pry at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Complaint of Pain	# Inj: 7	# Killed: 0
Party 1 Driver	West	Proceeding Straight	Female	Age: 34	2007 CHEVROLET	SUBURBAN	Sport Utility Vehicle	Complaint of Pain	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight	Male	Age: 21	2005 DODGE	NEON	Passenger Car, Station Wagon, Jeep	Complaint of Pain	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
5/26/2019		17:19	Sunday	BAKER ST - 64TH ST	156'	Direction: North	Daylight	Cloudy	Pry at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21804A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Making Left Turn	Male	Age: 24	2003 HONDA	250 EX	All Terrain Vehicle	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Not Required	Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight	Female	Age: 42	2015 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		

Attachment B: Collision Data (continued)

Page 2 of 2

BAKER ST & 64TH ST

JV202070136	7/25/2020	19:17	Saturday	BAKER ST - 64TH ST	Traffic Signals and Signs	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Broadside			Other Motor Vehicle			22450A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	EAST	Proceeding Straight	Not Sta	Age:	SPORT MOTOR					
Veh Type:		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent		Cell Phone Not In Use					
Party 2 Driver	NORT	Proceeding Straight	M	Age: 2018 FORD	Pickups & Panels					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Cell Phone Not In Use					
JV202120113	7/30/2020	15:49	Thursday	BAKER ST - 64TH ST						
Broadside			Other Motor Vehicle	Not Stated		21802A	Hit & Run: No	Other Visible Injury	# Inj: 2	# Killed: 0
Party 1 Driver	WEST	Proceeding Straight	M	Age: 2008 TOYOTA	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Cell Phone Not In Use					
Party 2 Driver	NORT	Proceeding Straight	M	Age: 2009 HONDA	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Pickups & Panels					
Party 3 Parked Vehicle	Not S	Parked	Not Sta	Age: 1975 GMC	Cell Phone Not In Use					
Veh Type:		Sobriety: Not Applicable	Assoc Factor: None Apparent		Not Stated					
JV202770096	10/3/2020	16:02	Saturday	BAKER ST - 64TH ST						
Broadside			Other Motor Vehicle	Not Stated		21804A	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1 Driver	WEST	Proceeding Straight	M	Age: 2013 BMW	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD	Assoc Factor: Vision Obscure		Cell Phone Not In Use					
Party 2 Driver	NORT	Proceeding Straight	F	Age: 2007 JEEP	Sport Utility Vehicle					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Cell Phone Not In Use					
JV203440173	12/9/2020	17:38	Wednesday	BAKER ST - 64TH ST						
Broadside			Other Motor Vehicle	Driving Under Influence		23152(a)	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	WEST	Proceeding Straight	M	Age: 36	Pickups & Panels					
Veh Type:		Sobriety: HBD Under Influence	Assoc Factor: None Apparent		Cell Phone Not In Use					
Party 2 Driver	NORT	Proceeding Straight	M	Age: 30	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Cell Phone Not In Use					
JV211710049	6/20/2021	10:30	Sunday	BAKER ST - 64TH ST						
Broadside			Other Motor Vehicle	Unsafe Starting or Backing		22106	Hit & Run: No	Complaint of Pain	# Inj: 3	# Killed: 0
Party 1 Driver	SOUT	Proceeding Straight	M	Age: 48	Sport Utility Vehicle					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Cell Phone Not In Use					
Party 2 Driver	EAST	Stopped In Road	M	Age: 36	Sport Utility Vehicle					
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent		Cell Phone Not In Use					

Settings for Query:

Start Date: 7/1/2016, End Date: 6/30/2021 (on PD Data)

Street: BAKER ST

Cross Street: 64TH ST

Within Distance of: 200

City: Jurupa Valley

Sorted By: Date and Time

City of Jurupa Valley

STAFF REPORT

DATE: SEPTEMBER 23, 2021

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 7

**REQUESTED ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF
RUTILE STREET AND 55TH STREET**

Recommendation

Staff recommends that:

1. Install No Parking Here to Corner signs along the northbound side of Rutile Street south of the 55th Street intersection to assist in maintaining adequate sight distances at the intersection,
2. Refresh the existing centerline striping on Rutile Street near the intersection,
3. Request the Riverside County Sheriff's Department staff to periodically conduct speed enforcement checks along Rutile Street when available, and
4. Conduct a new Engineering & Traffic Survey to determine if the current 40 mile per hour posted speed limit can be reduced.

Summary / Issue

Staff was requested to review traffic safety conditions at the intersection of Rutile Street and 55th Street. The requesting resident stated that traffic travel at a faster than the posted 40 mile per hour speed limits making exiting from 55th Street onto Rutile Street hazardous and was therefore requesting all-way stop control be installed at the intersection.

Background

Rutile Street is a two-lane local street with a posted speed limit of 40 miles per hour and a current Engineering & Traffic Survey (E&TS) for that posted speed. The intersection with 55th Street is approximately 600 feet north of the 90-degree knuckle intersection with 56th Street and about one-quarter mile south of the all-way stop controlled intersection with 53rd Street. There are warning signs at Rutile Street and 56th Street recommending a travel speed through the corner of 15 miles per hour. There are dirt shoulders along both Rutile Street and 55th Street. To the east 55th Street extends only one block where it is then offset to the south. To the west 55th Street extends just one block where it terminates at Ash Street. All of the 55th Street approaches at Beach Street, Rutile Street, and Ash Street are stop controlled. The intersection location and vicinity are shown in **Figure 1**.

Figure 1: Intersection Location



Discussion

Staff reviewed the field conditions at the intersection on several occasions. Rutile Street in this area has 2 lanes and wide dirt shoulders. On the north side of the intersection, the westside shoulder is relatively flat, while the eastside shoulder has a sharp slope rising right behind the asphalt berm pavement edge. That slope limits any parking along that quadrant of the intersection. South of the intersection there was a limited amount of on-street parking observed. Photos of the intersection vicinity are provided in **Attachment A**.

It was observed during the field visits that the existing centerline striping is very worn and faded as shown in the final photo in Attachment A. Refreshing that centerline near the intersection could help provide reinforcement to drivers of the presence of the intersection and the potential for turning or crossing vehicles. No intersection advance warning signs are present along Rutile Street. However, given the available sight distance and posted speed of the street a warning sign would not be required.

Traffic Volumes

No formal traffic counts were conducted for this evaluation as during the field observations only a handful of vehicles were observed approaching the intersection from the 55th Street approaches. Therefore, it was determined that no all-way stop control warrants based on volumes would be met.

Collision Data

A data search was conducted for a list of collisions that occurred at or near the intersection of Rutile Street and 55th Street. During the past 5-year period, only 1 collision was reported. The search would not identify any near misses or avoided contacts, but the collision data does not indicate a history of correctable collisions at the intersection. A summary of the 1 documented collision is provided in **Attachment B**.

Sight Distance

The field review indicated that area surrounding the intersection is generally flat and that unless there are vehicles parked near the intersection the sight distance for traffic approaching on 55th Street is adequate. On several occasions there was a car parked on the northbound side of Rutile Street south of the intersection. While the automobile in question did not substantially block sight lines for drivers on the east approach of the intersection, a larger vehicle, such as an SUV or taller truck, could block sight lines. During the observations there were no cars parked along the north side of the intersection and the vehicle seen in the photos is from the field technician taking the photos.

Travel Speeds

Several informal radar measurements were conducted by City staff during the field reviews. No significant speeding issue was identified during the visits with all of the traffic that was measured traveling within 5 miles per hour of the posted 40 mile per hour speed limit.

Alternatives

It does not appear that any of the standard warrants for installing all-way stop sign control are met at this intersection. There is not collision history, there is not substantial intersection delay, and there is not a high volume of pedestrians or bicyclists. Stop signs are also not to be used as speed control devices, so even if a speeding issue was identified during the field visits staff would look for other measures to address any significant speeding issue.

The following alternatives are options to address conditions at this intersection and along Rutile Street:

1. Make no changes to the existing intersection or traffic controls,
2. Install a No Parking Here to Corner sign on the northbound side of Rutile Street south of the intersection to assist in maintaining adequate sight distance to the south for westbound traffic on 55th Street,
3. Refresh the existing centerline striping along Rutile Street near the intersection with 55th Street,
4. Have the Riverside County Sheriff's Department conduct periodic speed enforcement along Rutile Street as staff is available,
5. Conduct a new E&TS for the segment of Rutile Street when the current survey is more than 5 years old (April 2023),
6. Provide staff with alternative direction.

Based on the collected data, there does not appear to be a speeding issue along Rutile Street and none of the warrants for installing all-way stop sign control would be met, so staff does not recommend the installation of all-way stop control at the intersection. Staff recommends that items 2 through 5 be implemented to address the resident's concerns at the Rutile Street and 55th Street intersection.

Fiscal Impact

The costs for the no parking sign and refreshing the centerline striping are projected to be approximately \$450. Funding for these items would be provided from the Public Works street signing and striping budget. The costs to conduct speed enforcement and an updated E&TS would be part of agency funds typically used for those efforts.

Attachments:

- Attachment A – Site Photos
- Attachment B – Collision Data

Attachments

Attachment A: Site Photos

View Along Rutile Street Looking North



View Along Rutile Street Looking South



Attachment A: Site Photos (continued)

View From Eastbound 55th Street Looking North



View From Eastbound 55th Street Looking South



Attachment A: Site Photos (continued)

View From Westbound 55th Street Looking North



View From Westbound 55th Street Looking South



Attachment A: Site Photos (continued)

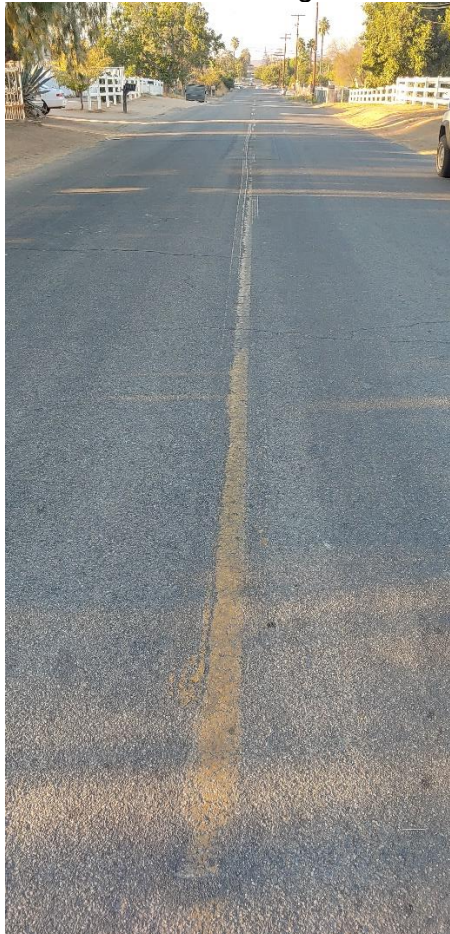
Parking Along South Approach of Rutile Street



Parking Along the North Approach of Rutile Street



Faded Centerline String on Rutile Street



City of Jurupa Valley

From 7/1/2016 to 6/30/2021

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

9/19/21

RUTILE ST & 55TH ST

Page 1 of 1

JV211000104	4/10/2021	14:45	Saturday	RUTILE ST - 55TH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Complaint of Pain		# Inj: 1
Party 1 Driver	EAST	Making Right Turn		M	Age: 63	2014 TOYOTA			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Passenger Car, Station Wagon, Jeep		
Party 2 Driver	SOUT	Proceeding Straight		M	Age: 19	2014 FORD	Cell Phone Not In Use		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Pickups & Panels		
							Cell Phone Not In Use		

Settings for Query:

Start Date: 7/1/2016, End Date: 6/30/2021 (on PD Data)

Street: RUTILE ST

Cross Street: 55TH ST

Within Distance of: 200

City: Jurupa Valley

Sorted By: Date and Time

City of Jurupa Valley

STAFF REPORT

DATE: SEPTEMBER 23, 2021

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 8

REQUESTED ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF TROTH STREET AND 60TH STREET

Recommendation

Staff recommends that:

1. Change the existing intersection warning sign on northbound Troth Street from a T-intersection to a 4-legged intersection to better alert drivers that vehicles may also appear from the west side of the intersection and add a "60th Street" sub-plate to the sign,
2. Install a "No Parking Here to Corner" sign on northbound Troth Street south of the intersection to maintain suitable sight distance to the south,
3. Work with local residents on options to remove the roll-off dumpsters from the side of Troth Street to improve sight lines for side street drivers, and
4. Refresh centerline striping near the intersection to better alert drivers of the approaching intersection.

Summary / Issue

Staff was requested to review traffic safety conditions at the intersection of Troth Street with 60th Street by a resident who stated that because traffic travelled above the posted speed limit on Troth Street and the limited sight distance on the 60th Street approach it was hazardous to make turns from 60th Street onto Troth Street.

Background

Staff conducted several field visits to the intersection to observe traffic operations and document the existing physical conditions. During those field visits data was collected on the geometric conditions, traffic patterns, and general traffic operations. No speed data was collected nor were any traffic counts at this time.

Troth Street is a two-lane local street that extends from Limonite Avenue on the south to Jurupa Road to the north. Near 56th Street it provides access to Troth Elementary School and at the north end to Jurupa Valley High School. The majority of the land uses along the street are residential with some commercial uses in the first few properties north of Limonite Avenue. The

posted speed limit is 25 miles per hour. The street has dirt shoulders of varying widths and numerous driveways along the street. Figure 1 shows the intersection location and the general vicinity.

60th Street extends easterly from Troth Street and terminates at Beach Boulevard West of Troth Street the corridor is a private driveway serving several residences.

Figure 1: Intersection Location



As a local street, the posted speed limit is 25 mile per hour and there is no formal Engineering & Traffic Survey (E&TS) for the street, so the speed limit is set based on the California Vehicle

Code (CVC) rule for prima facia speeds in local residential areas. The travel lanes are approximately 12 feet wide and the shoulders vary in width. It was observed that along multiple sections of the Troth Street there are substantial shoulder drop-offs that need to be addressed by re-grading the shoulders of the street. The street pavement along both streets is in relative poor condition with multiple pothole patches and broken edges along the sides of the streets.

Photos of the existing street and intersection conditions are provided in **Attachment A**.

Discussion

Selected data was collected for the intersection and surrounding area including:

Traffic Volumes

Partial day traffic counts were collected for the approaches of Troth Street and 60th Street. The partial counts were factored to develop projected daily traffic volumes. Based on the sample data, Troth Street currently carries about 1,600 vehicles per day north of 60th Street and slightly more south of the intersection. 60th Street carries about 450 vehicles per day.

Collision Data

The City's collision records were searched for collisions at or near the intersection over the last 5 years. Records show that only two collisions were reported in that period. A summary of that collision is provided in **Attachment B**.

Sight Distance

As shown in the photographs, there are some sightline obstructions along Troth Street—mainly in the southeast and northwest quadrants of the intersection. In the southeast corner, there is a large utility pole and occasionally parked vehicles near the intersection. In the northwest quadrant, the residents regularly place small dumpsters along the edge of the street obstructing sight lines. The sight lines along the other approaches appeared to be satisfactory unless there are vehicles parked close to the intersection.

Speed Data

No formal speed surveys were conducted for traffic on Troth Street, but informal hand-held radar samples were collected. Most traffic was observed travelling close to the speed limit, but there were occasional vehicles traveling close to 40 miles per hour. However, that was not the majority of the traffic sampled.

Alternatives

The traffic volume and collision data do not meet the levels supporting the need for all-way stop sign control. In addition, stop signs are not to be used as speed control devices, so stop signs would not be recommended even if a majority of the traffic present was found to be speeding.

Based on the information collected and the field observations, some drivers may find it difficult to see approaching traffic if cars are parked along Troth Street close to the intersection with 60th Street. Therefore, staff feels that the focus of any treatments at this time should be to work to ensure that adequate sight distances are maintained at the intersection and that vehicles on Troth Street are alerted to the presence of the 60th Street intersection and the possibility of side street traffic. To that end, the following alternatives are available:

1. Make no changes to the existing intersection,
2. Change the existing intersection warning sign on northbound Troth Street from a T-intersection to a 4-legged intersection to better alert drivers that vehicles may also

appear from the west side of the intersection and add a “60th Street” sub-plate to the sign,

3. Install a “No Parking Here to Corner” sign on northbound Troth Street south of the intersection and large utility pole to maintain suitable sight distance to the south,
4. Work with local residents on options to remove the roll-off dumpsters from the side of Troth Street to improve sight lines for side street drivers, and
5. Refresh centerline striping near the intersection to better alert drivers of the approaching intersection.
6. Provide staff with alternative direction.

Staff recommends that items 1 through 5 be implemented.

Fiscal Impact

The costs for the warning sign modification, no parking sign installation, and refreshing of the centerline striping are projected to be approximately \$900. Funding for these items would be provided from the Public Works street signing and striping budget. The costs for outreach to the adjacent residents would be from staff time hours.

Attachments:

- Attachment A – Site Photos
- Attachment B – Collision Data

Attachments

Attachment A – Site Photos

Westbound 60th Street Looking North



Westbound 60th Street Looking South

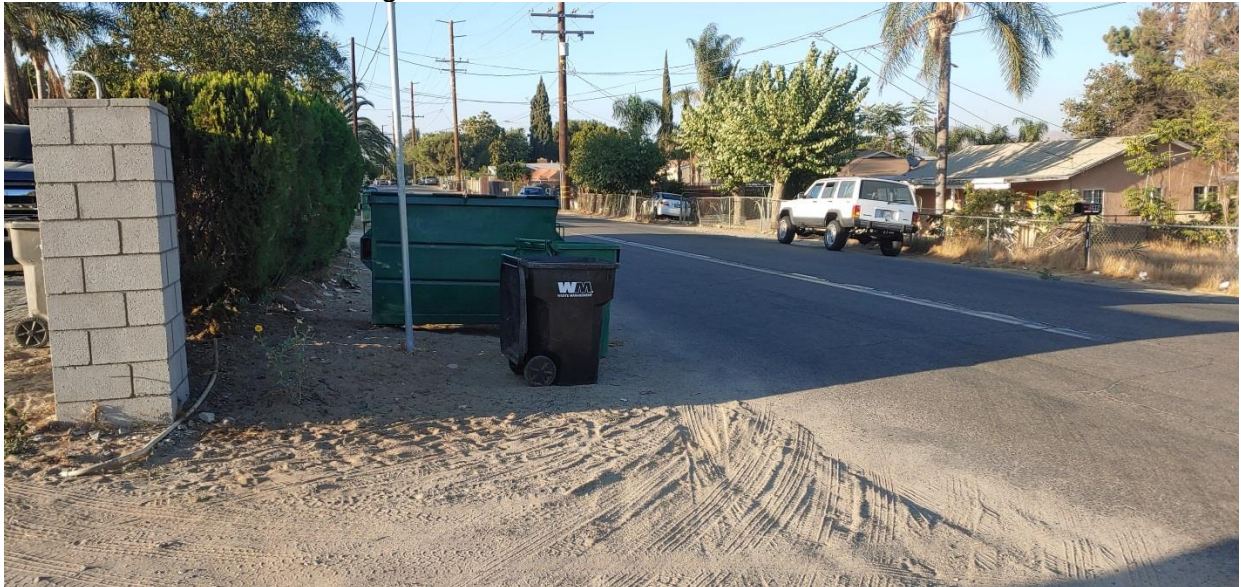


Attachment A – Site Photos (continued)

Westbound 60th Street Looking South



Eastbound 60th Street Looking North

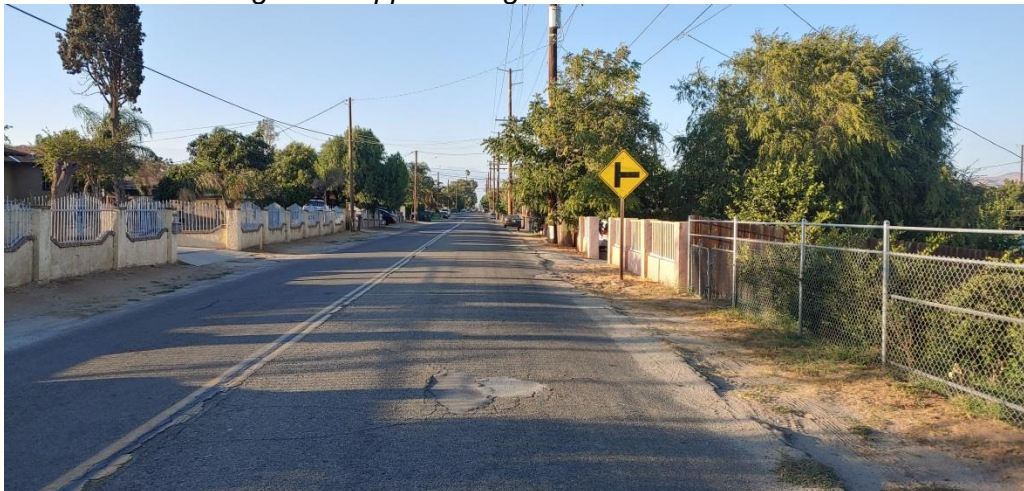


Attachment A – Site Photos (continued)

Troth Street Looking South From 60th Street



Troth Street Looking North Approaching 60th Street



Troth Street Looking North From 60th Street



Attachment B – Collision Summary

City of Jurupa Valley

From 7/1/2016 to 6/30/2021

Total Collisions: 3

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

9/19/21

TROTH ST & 60TH ST

Page 1 of 1

JV-162400001	8/27/2016	00:01	Saturday	TROTH ST - 60TH ST	3'	Direction: North	Dark - Street Ligh	Clear	Pty at Fault:1
	Hit Object		Fixed Object	Improper Turning	22107	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Ran Off Road	Female	Age: 21	2013 FORD	FOCUS	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
JV170750117	3/16/2017	15:38	Thursday	TROTH ST - 60TH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle	Improper Turning		22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Driver	West	Making Right Turn	Female	Age: 17	2002 NISSAN	ALTIMA	Passenger Car, Station Wagon, Jeep	Other Visible Injury	
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 1 Driver	West	Making Right Turn	Female	Age: 17	2002 NISSAN	ALTIMA	Passenger Car, Station Wagon, Jeep	Other Visible Injury	
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight	Male	Age: 44	2008 JEEP	WRANGLER	Sport Utility Vehicle	No Injury	
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight	Male	Age: 44	2008 JEEP	WRANGLER	Sport Utility Vehicle	No Injury	
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		

Settings for Query:

Start Date: 7/1/2016, End Date: 6/30/2021 (on PD Data)

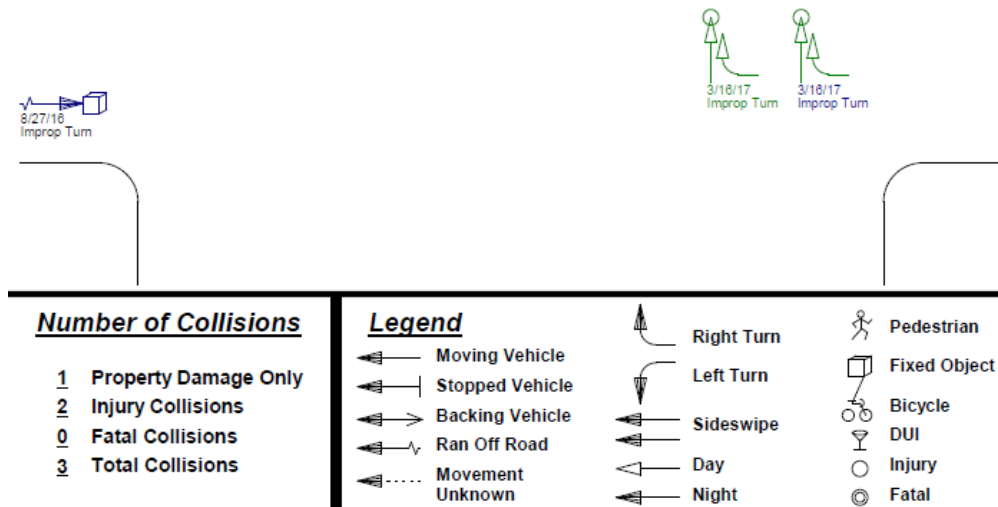
Street: TROTH ST

Cross Street: 60TH ST

Within Distance of: 200

City: Jurupa Valley

Sorted By: Date and Time



(Note that the 2017 collision is duplicated in the data set.)