

City of Jurupa Valley

**Traffic Safety Committee
City of Jurupa Valley City Hall
Council Chambers
January 27, 2022
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 January 27, 2022, 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 September 23, 2021 Regular Meeting Minutes

NEW BUSINESS ITEMS

- 6. Request for All-Way Stop Control at the intersection of Beach Street with 60th Street.**
- 7. Request for All-Way Stop Control at the intersection of Camino Jamacha with Avenida Del Ranchos.**
- 8. Request for All-Way Stop Control at the intersection of Dodd Street with 48th Street.**
- 9. Request for Traffic Calming on El Palomino Drive Between Haven View Drive and Wendover Drive.**
- 10. Request for a Crosswalk on Lakeview Avenue at Kelsey Place Near Horseshoe Lake Park.**
- 11. Request for Safety Improvements at the Intersection of Wineville Avenue and Limonite Avenue.**

INFORMATIONAL ITEMS

12. Emails to the Traffic Safety Committee

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

Adjournment to February 24, 2022 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
September 23, 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. September 23 at 3:00 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

Members present:

- Hugo Bustamante, Vice-Chair
- Robert Galindo, Member
- Myra Jackson, Member
- Sgt. Javier Morando, Member
- Paul Toor, City Engineer
- Michael Flad, Assistant City Manager

Members absent:

- Carol Crouch, Presiding as Chair

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

Resident, Resident Mr. Richard Miller discussed neighborhood request for speed humps and what the process is to submit request to the Committee.

4. Approval of the Agenda

Committee Member Galindo moved and Committee Member Jackson seconded the motion to approve the September 23, 2021 agenda. The motion was approved by the following vote:

Ayes: Flad, Bustamante, Galindo, Jackson, Morando, Toor,

Noes: None

Abstained: None

Absent: Crouch

5. Approval of Minutes

Member Galindo moved and Member Morando seconded the motion to approve the June 24th, 2021 Minutes. The motion was approved by the following vote:

Ayes: Flad, Bustamante, Galindo, Jackson, Toor, Morando

Noes: None

Abstained: None

Absent: Crouch

6. New Business Items

6.1 Requested All-Way Stop Sign Control at Intersection of Baker Street and 64th Street

Mr. Rob Olson, Traffic Safety Staff, introduced a request to review traffic safety conditions and concerns for vehicles regularly travel at higher speeds than the posted 25 mile per hour limit. Mr. Olson provided a background and offered detailed recommendations.

Committee Member Galindo moved and Committee Member Jackson seconded the motion to recommend staff's recommendations to implement Alternatives 2 and 3 from the staff report and install all-way stop control. The motion was approved by the following vote:

Ayes: Flad, Bustamante, Galindo, Jackson, Toor, Morando

Noes: None

Abstained: None

Absent: Crouch

7. Requested All-Way Stop Sign Control at the Intersection of Rutile Street and 55th Street

Mr. Rob Olson, Traffic Safety Staff, provided a presentation and introduced a request from a resident for speed limit to be reduced stating that traffic travel is at higher speeds than the posted 40 mile per hours speed limit. Mr. Olson provided a background of the area and presented staff's recommendations in detail to committee members.

Committee Member Galindo moved and Committee Member Jackson seconded the motion to recommend staff's recommendations Alternatives 2 through 5 from the staff report be implemented installing signing and striping. The motion was approved by the following vote:

Ayes: Flad, Bustamante, Galindo, Jackson, Toor, Morando

Noes: None

Abstained: None

Absent: Crouch

8. Requested All-Way Stop Sign Control at the Intersection of Troth Street and 60th Street

Mr. Rob Olson, Traffic Safety Staff, provided a presentation and introduced a request from a resident who stated because traffic travels above 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. Mr. Olson provided and discussed alternatives and provided staff recommendations.

Committee Member Galindo moved and Committee Member Jackson seconded the motion approve staff's recommendations 1 through 5 from the staff report be implemented installing signing and striping. The motion was approved by the following vote:

Ayes: Flad, Bustamante, Galindo, Jackson, Toor

Noes: None

Abstained: None

Absent: Crouch

9. 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 4:19 to the October 28, 2021 Meeting – Council Chambers

Respectfully submitted,


_____ for _____
Paul Toor, Committee Secretary

City of Jurupa Valley

STAFF REPORT

DATE: JANUARY 27, 2022
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
BEACH STREET AND 60TH STREET**

Recommendation

Staff recommends that:

- A. The City install additional warning sign sub-plates to the existing intersection ahead warning sign on southbound Beach Street approaching 60th Street alerting drivers of the name of the street and the distance away;
- B. Refresh centerline striping on 60th Street; and
- C. Continue to monitor the intersection to determine if there are any changes to the existing traffic patterns after the installation of the new traffic signal at the Beach/Limonite intersection.

Summary / Issue

Staff was requested to review traffic safety conditions at the intersection of Beach Street and 60th Street. The resident stated in their request that it was difficult to adequately see oncoming traffic on Beach Street when pulling out 60th Street and that traffic on Beach Street routinely travels above the speed limit. They also stated several pet animals had been killed after being struck by traffic on Beach Street. The resident requested that all-way stop control be installed to stop traffic from speeding and make the intersection safer. The resident's email is included in **Attachment A**.

Background and Discussion

Beach Street is a north-south corridor that extends north from its current terminus at Limonite Avenue to its northern terminus at Jurupa Road, as shown in **Figure 1**. It has two lanes with approximately 22 feet of pavement and dirt shoulders of varying width and has a posted speed limit of 35 miles per hour, which is supported by a current Engineering & Traffic Survey (E&TS). On-street parking is allowed along most of Beach Street on the dirt shoulders.

All-way stop sign control is present at the intersections of Beach Street with 58th Street and 56th Street. All other intersections along Beach Street have stop signs on the side streets only. As part

of the Paradise Knolls residential project south of Limonite Avenue a new traffic signal will be installed at the Beach Street and Limonite Avenue intersection. A more detailed aerial image of the intersection is provided in **Figure 2**. Terrestrial photos of the intersection for are provided in **Attachment B**.

Figure 1: Beach Street Corridor Location



Traffic Volumes

Based on recent traffic counts collected for area development projects and factoring for additional growth in traffic since that data was collected, the estimated daily traffic volume on Beach Street is about 2,100 vehicles per day (vpd). Of that 2,100 vehicles, about 110 vehicles use the street during the busiest hour of the day. This distribution of traffic indicates that the flow of traffic along Beach Street is fairly consistent during most of the daytime hours. However, during the busiest

hours, the traffic generation is clustered during short periods within each hour. No traffic volume data has been collected for 60th Street. While there little development along 60th Street, the street is used by some local and regional traffic as an access and/or by-pass route for Limonite Avenue. Even with this other traffic using the street, the daily traffic volume is less than 1,000 vpd.

Figure 2: Beach Street and 60th Street Intersection



Collision History

A search of the City's collision database indicated that there have been no reported collisions at the Beach Street and 60th Street intersections in the last 5 years. For the last E&TS preparation in 2013, collision data was collected for a 5-year period and there were only 2 reported collisions along all of Beach Street during that period.

Speed Data

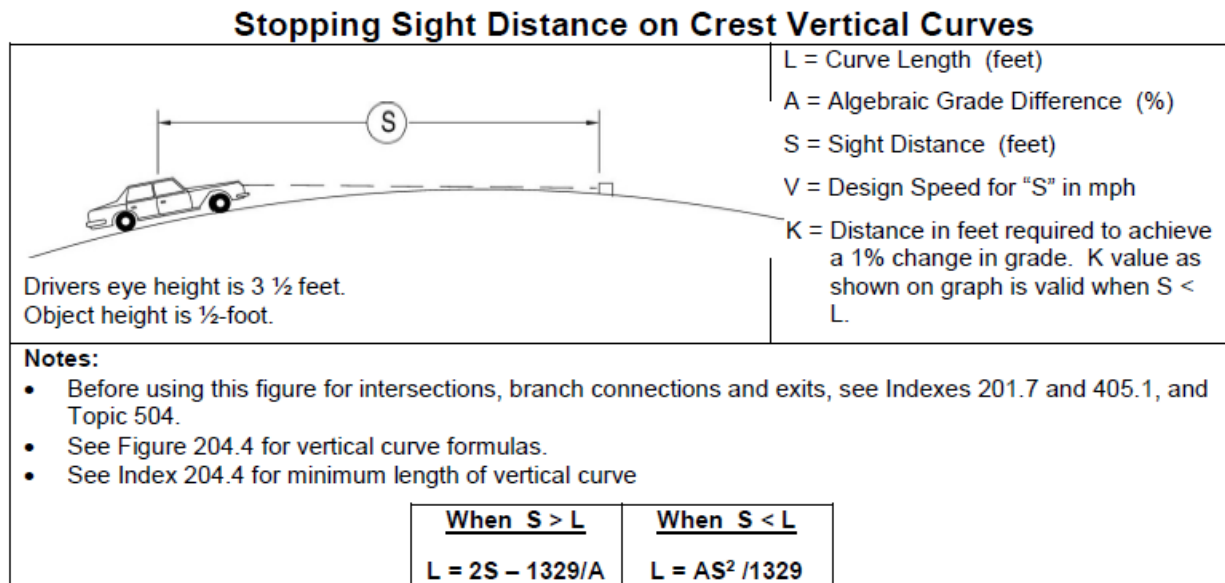
Informal speed samples were collected along Beach Street near the 60th Street intersection to determine if vehicle speeds have increased since the last E&TS was completed. Due to the low volume of traffic along Beach Street, the sample was limited to 50 vehicles instead of the typical 100-vehicle sample. The sample is considered 'informal' due to the fact that the speed meter that

was used has not been calibrated so the results may vary from actual speeds by one or two miles per hour.

In 2013 the average speed recorded as 35 miles per hour with an 85th percentile speed of 39 miles per hour. The pace speed (the 10 mile per hour cluster in which the highest percentage of traffic is traveling) was between 31 and 40 miles per hour and that range included 70% of the surveyed vehicles. The sample survey indicated that average speed has increased by about 2 miles per hour to 37 miles per hour and the 85th percentile speed has also increased by that same amount to 41 miles per hour. However, the pace group remained at 31 to 40 miles per hour.

Sight Distance

Field measurements were collected at the intersection determine to available sight distances and compare those to the required lengths per the Caltrans Highway Design Manual (Manual). For a 35 mile per hour posted speed limit, the required minimum sight distance is 250 feet. That distance is denoted in the following diagram. It should be noted that while the diagram illustrates a vehicle directly approaching an object, the same principal applied for an object located the side of a vehicle, such as at a crossing street.



The field measurements indicate that for drivers exiting 60th Street there is more than adequate sight distance to the south (looking towards Limonite Avenue) and to the north, the sight distance is about 250 feet. So for the posted speed limit the sight distance is adequate. However, since the 85th percentile measured speed was around 40 miles per hour, the preferred sight distance would be about 300 feet per the Manual.

There are no substantial obstructions to the necessary sight lines other than the vertical curvature of the roadway and no minor changes that could be made to lengthen the available sight distance to the north.

Alternatives

Several alternatives for addressing the resident's concern were reviewed. Those included the following:

1. Install an additional warning sign on southbound Beach Street alerting motorists of the approaching intersection. Additional signage can include the street name sub-plate (60th Street) and notation of the number of feet to the intersection (e.g.; 250 feet). Warning signs can also include a second sign warning drivers to watch for side street traffic. A pole-top flasher can also be added to emphasize the warning sign, especially at night. Staff will also check the retroreflectivity of the existing sign to make sure that it is compliant with current requirements.



A further adaptation of this would be to install a solar powered perimeter-lit warning sign in place of the existing warning sign.

2. Refresh the existing 4-inch centerline striping with 6-inch lines on Beach Street to emphasize the no-passing zone approaching the 60th Street intersection. Staff would review the length of the no-passing zone at the same time to verify if any adjustments to the length of the zone are required.
3. A radar speed-feedback sign could be placed on southbound Beach Street to alert drivers of the posted speed limit and alerting drivers to slow down if they are exceeding the posted 35 mile per hour limit. At this time it does not appear that there is a systemic speeding issue on Beach Street, although there are instances of vehicles travelling more than 5 mile per hour above the posted speed limit.
4. Install all-way stop sign control. Due to the current low volumes on both Beach Street and 60th Street the intersection and the lack of any collision history at this locations the intersection does not meet any of the conditions that would be considered for justifying the need for all-way stop sign control.
5. Due to the relatively low existing traffic volumes and lack of a collision history at this intersection, this alternative would be to make no immediate changes to the intersection, monitor conditions, and review the issue after the new traffic signal at the intersection or Beach Street and Limonite Avenue is installed. This will help determine if there is a change in the traffic patterns in the area after that traffic control change.

Fiscal Impact

The costs for the above alternatives are projected to be as follows:

1. Additional Warning Signs:
 - a. Fixed sub-plate(s) and/or sign replacement: \$50 to \$250
 - b. Perimeter-lit Solar Sign: \$1,500
2. Refresh Centerline Striping: \$150 (*when done as part of other striping work*)

3. Radar Speed Feedback Sign: \$6,000

4. All-Way Stop Sign Control: \$1,500

Funding for any of the alternatives would need to be allocated from either existing roadway maintenance funds or FY2022-2023 capital funds.

Attachments:

A: Resident's Email

B: Photo Images at the Beach Street and 60th Street Intersection

Attachment A: Resident's Email

From: [Clariza Kubaski](#)
To: [TrafficSafety](#)
Subject: 60th st and Beach st zip code 92509
Date: Thursday, December 23, 2021 11:05:14 PM

Hello,

With the new development on Limonite and Beach st I have concerns how this will affect 60th street. as you may know the street is used as an alternate route when Limonite closes between beach st and Bain st. The traffic makes it impossible to exit our properties. Also there is a one way stop sign on beach at and 60th and bainst and 60th st we are under constant risk when cars are always speeding on beach st. and bain st I would like to request 4 way stop signs to help control the traffic that keeps getting worse every day and we are like trapped on 60th. Lastly 60th st is a 25 miles p/hr st and no one cares, this street is a favorite route of horse riders and they are in constant danger with the crazy drivers. Please consider some kind of speed bumps. This street will be more dangerous to all of us if something is not done before all the new neighbors arrive.

Thank you

Frances G.

Attachment B: Photo Images at the Beach Street and 60th Street Intersection



View From 60th Street Looking North



View From 60th Street Looking South

Attachment B: Photo Images at the Beach Street and 60th Street Intersection (cont.)



View From Beach Street Looking South

City of Jurupa Valley

STAFF REPORT

DATE: JANUARY 27, 2022
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
DODD STREET AND 48TH STREET**

Recommendation

Staff recommends that:

1. Due to the severely limit sight distance from 48th Street at the intersection, the city install all-way stop sign control at the in intersection of Dodd Street with 48th Street.

Summary / Issue

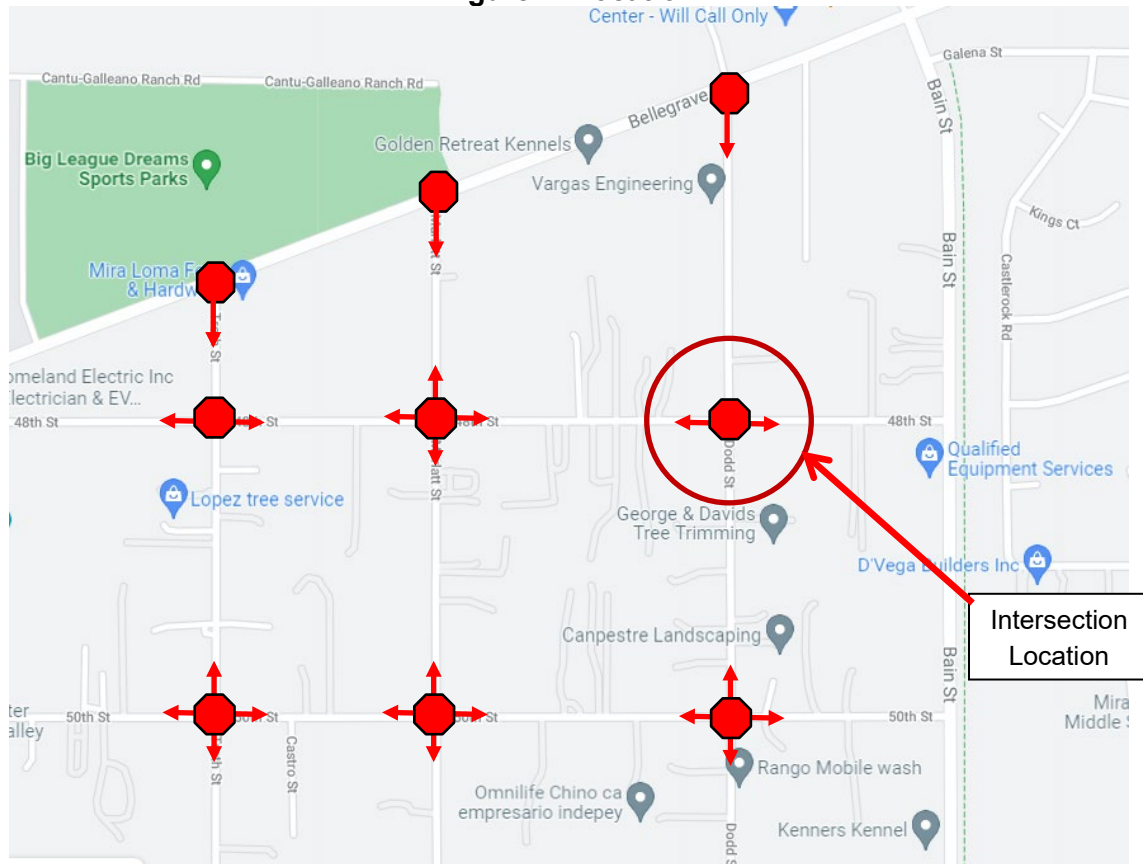
Staff was requested to review traffic safety conditions at the intersection of Dodd Street and 48th Street. A resident stated that it is difficult to see traffic when pulling out onto or cross Dodd Street from 48th Street and that drivers on Dodd Street regularly travel above the posted 25 mile per hour speed limit. The resident requested that the City install all-way stop control at the Dodd Street and 48th Street intersection. A copy of the resident's request is included in **Attachment A**.

Background

The intersection of Dodd Street and 48th Street is located in the Mira Loma area of the city. The location and the existing intersection traffic control for the area intersections is shown in **Figure 1**. This area is characterized by narrow rights-of-way, dirt roadway shoulders and narrow travel lanes. The typical two-lane street width in this area is 22 feet; however, street segments may be narrower due to shoulder materials washing onto the edge of the street and narrowing the visible travel lane. Both Dodd Street and 48th Street are posted with prima fascia 25 mile per hour speed limits.

Intersection corners also typically do not have corner cutoffs so that an angled area is present at the intersection to allow for better sight lines for drivers. Fences and utility poles encroach out close to the street and trees and shrubs will often obstruct driver's views. This is the case for the Dodd Street and 48th Street intersection. Images from the intersection approaches are provided in **Attachment B**.

Figure 1: Location



Recent Traffic Safety Committee actions included the installation of all-way stop control at the intersection of Troth Street and 50th Street and the removal of a large tree that was obstructing sight lines.

Discussion

Staff conducted a site visit to the intersection and collected the photos in Attachment A. As shown in the photos, there are substantially obstructed sight lines in one direction for both the eastbound and westbound approaches of 48th Street. For both sides, in order for drivers approaching the intersection on 48th Street they must pull out into the Dodd Street travel lanes to see past the obstructions. While the speeds along Dodd Street did not appear to be high (no formal speed surveys were collected), the obstructions present at the intersection did not allow for even the minimum 150-foot sight distance for either eastbound or westbound drivers. Both street also have relatively low traffic volumes as they serve local and do not appear to be used as cut-through route to avoid other congested streets. No new traffic data was collected based on the traffic volumes observed during the field reviews.

Collision Data

Collision data from the past 5 years was reviewed at it was identified that there have been two collisions at the intersection during that time. It was not determinable from the summary collision data if either as related to sight distance issues. A copy of the collision summary is included in **Attachment C**.

The primary issues used to determine if all-way stop sign control should be installed include traffic volumes, excessive traffic delay, collision history that could be mitigated by stop-sign control, and sight obstructions. While the first of these issues do not appear to be present at the intersection, the poor sight line conditions would indicate that all-way stop-sign control should be considered. Placing the intersection under all-way control would be consistent with the traffic control at the surrounding location in the neighborhood.

Fiscal Impact

The costs for the above alternatives are projected to be as follows:

1. All-Way Stop Sign Control: \$1,500

Funding for any of the alternatives would need to be allocated from either existing roadway maintenance funds or FY2022-2023 capital funds.

Attachments:

- A. Copy of Resident's Request
- B. Photos of the Dodd Street and 48th Street Intersection
- C. Dodd Street and 48th Street Intersection Collision Data

Attachment A: Copy of Resident's Request



City of

JURUPA VALLEY

California

RECEIVED

DEC 29 2021

CITY OF JURUPA VALLEY

Public Works Service Request

Reference Number: _____

Date Received: 12/21/2021 Time: _____

Name: Brenda Rubio Phone Number: (951) 790-7270

Street Maintenance ☐ Graffiti ☐ Tree Issue ☐ Other ☒

Location of Work: 48th St. and Dodd St.

Description: Request is for a stop sign on the intersection

of 48th St. and Dodd St. It is difficult to see when cars are

parked and/or trees. Safety concern

Attachment B: Photos of the Dodd Street and 48th Street Intersection



View From Eastbound 48th Street Looking South



View From Eastbound 48th Street Looking North

Attachment B: Photos of the Dodd Street and 48th Street Intersection (cont.)



View From Westbound 48th Street Looking North



View From Westbound 48th Street Looking South

Attachment C: Dodd Street and 48th Street Intersection Collision Data

From 1/1/2017 to 12/31/2021

Collision Summary Report

1/18/22

Total Collisions: 2

Injury Collisions: 0

Fatal Collisions: 0

DODD ST & 48TH ST

JV173190107

11/15/2017

16:08

Wednesday

DODD ST - 48TH ST

Improper Turning

22107

0'

Direction: Not Stated

Daylight

Clear

Pty at Fault:1

Party 1 Driver

East

Proceeding Straight

Female

Age: 35

2004 TOYOTA

SIENNA

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

North

Proceeding Straight

Female

Age: 27

1993 HONDA

DEL SOL

Passenger Car, Station Wagon, Jeep

No Injury

Veh Type:

Sobriety: HNBD

Assoc Factor: None Apparent

Lap/Shoulder Harness Used

Cell Phone Not In Use

JV210620154

3/3/2021

17:50

Wednesday

DODD ST - 48TH ST

Auto R/W Violation

21802A

0'

Direction: Not Stated

Dark - No Street

Clear

Pty at Fault:1

Party 1 Driver

Not S

Proceeding Straight

Not Sta

Age:

Pickups & Panels

Veh Type:

Sobriety: HBD Impairment Un

Assoc Factor: None Apparent

Cell Phone Not In Use

Party 2 Driver

NORT

Proceeding Straight

M

Age: 59

2005 NISSAN

ALTIMA

Passenger Car, Station Wagon, Jeep

Veh Type:

Sobriety: HNBD

Assoc Factor: None Apparent

Lap/Shoulder Harness Used

Cell Phone Not In Use

Settings for Query:

Start Date: 1/1/2017, End Date: 11/30/2021 (on PD Data)

Street: DODD ST

Cross Street: 48TH ST

Within Distance of: 150

City: Jurupa Valley

Sorted By: Date and Time

Collision Summary Report

1/18/22

Page 1 of 1

City of Jurupa Valley

STAFF REPORT

DATE: JANUARY 27, 2022
TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS
FROM: ROB OLSON, TRANSPORTATION ANALYST
SUBJECT: AGENDA ITEM NO. 8

**REQUEST TRAFFIC CALMING BE INSTALLED ALONG HAVEN VIEW DRIVE
BETWEEN WENDOVER DRIVE AND HAVEN VIEW DRIVE**

Recommendation

Staff recommends that:

1. The resident submits a speed hump petition requesting the city to study if Haven View Drive qualifies for speed humps;
2. If the residents do not submit a speed hump request petition, revisit the issue on Haven View Drive to consider the installation of centerline and/or edge line striping between Clay Street and Linares Avenue; and
3. Post entrances to the neighborhood that trucks the local streets are not to be used by large trucks as a through route.

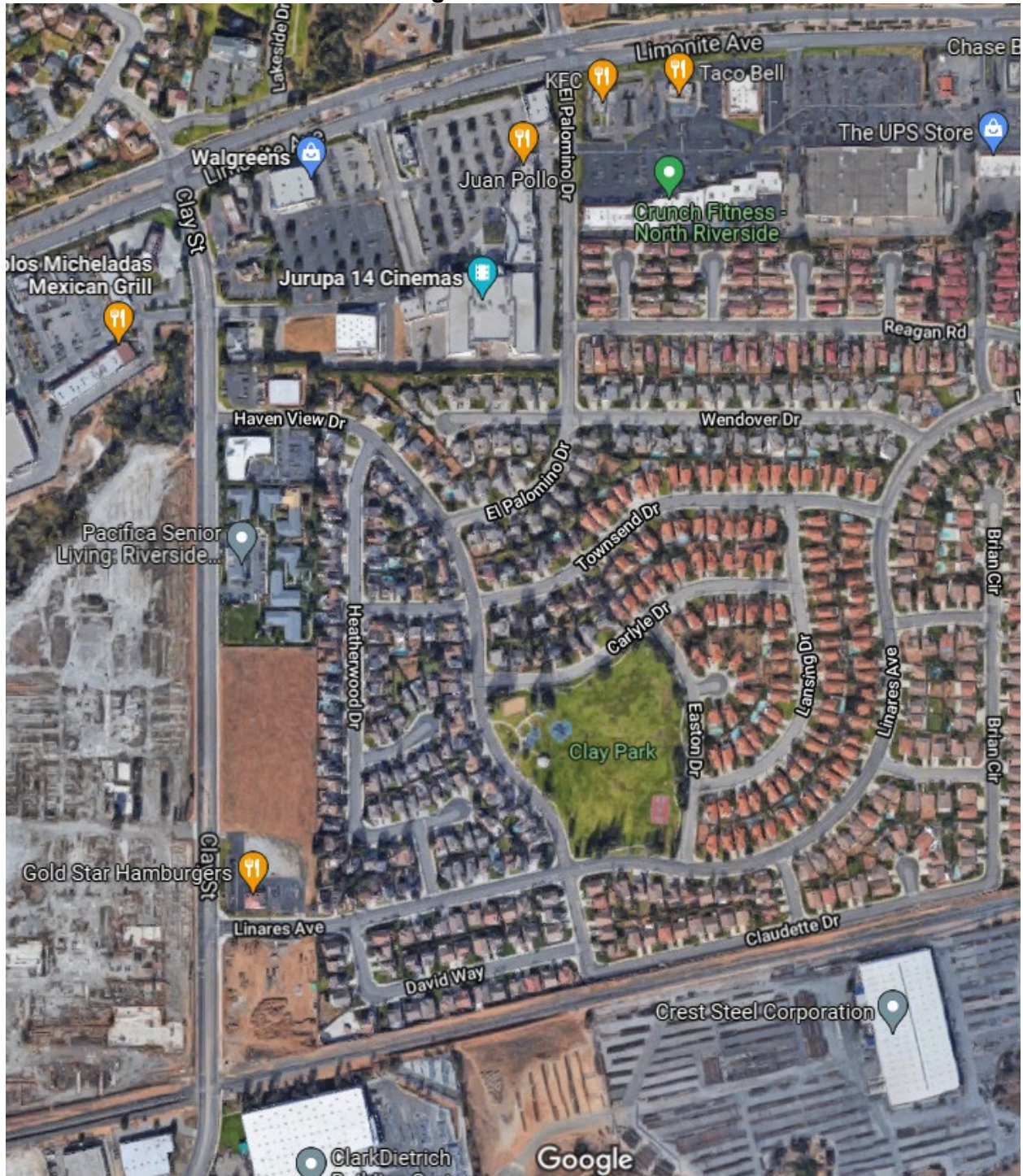
Summary / Issue

Staff was requested to review traffic safety conditions along Haven View Drive between Clay Street and Linares Avenue. The resident stated that cut-through traffic uses the local streets between Limonite Avenue and Clay Street and travels above the speed limit and will pass slower vehicles on their right side. In addition, the resident stated that large trucks from the shopping centers along Limonite Avenue are using Haven View to travel to/from Clay Street. The general location of the Haven View corridor is shown in **Figure 1**. The resident requested that the city install traffic calming along Haven View Drive to slow traffic and stop cut-through traffic from using Haven View Drive. A copy of the resident's emails are included in **Attachment A**.

Background

Haven View Drive is a 40-foot wide local street that extends southerly from its terminus at Clay Street to Claudette Drive. It is fronted by residences and Clay Park near Linares Avenue. The posted speed limit is 25 miles per hour and on-street parking is allowed along both sides of the street. There is no current Engineering & Traffic Survey (E&TS) for Haven View Drive supporting the posted speed limit, so there is not an opportunity to enforcement speed limit via radar enforcement. There are no pavement markings along Haven View other than limit lines at the stop-controlled approaches.

Figure 1: Location



The two intersections of Haven View Drive with Carlyle Drive and Linares Avenue are controlled on all approaches with stop signs. All other streets intersecting Haven View Drive are controlled with stop signs only on the side streets.

Discussion

Staff conducted a limited field review to observe existing conditions. During the field reviews there was varying level of traffic on the street. Since Haven View Drive provides access to several local streets in the adjacent neighborhood it was not determinable if any of the observed traffic was cutting through the neighborhood.

No large trucks were observed during the observations.

Collision Data

A review of the city's collision database indicated that over the last 5 years there have been 6 collisions along Haven View. Four of those collisions occurred at or near intersections, some involved use of a wireless device while driving, two involved minor injuries and two were identified as hit and run collisions. None of the collisions were cited as excessive speed being a factor.

The resident sent a video of an incident when attempting to back out of her driveway and having a vehicle pass her vehicle on the right side. Although the video also showed the resident not backing out of the driveways very far and then pulling forward. This resulted in the vehicles that had stopped behind her having enough space to pass on the right.

With wide residential streets that have no markings drivers tend to stray from their lanes and use the full paved width to maneuver, especially when there is a limited amount of on-street parking.

Alternatives

The following are potential alternatives for addressing resident concerns along Haven View Drive:

1. Continue to monitor conditions along Haven View Drive, but make no changes at this time.
2. Obtain a resident-prepared petition for the installation of speed humps and study if Haven View Drive is a candidate location.
3. Install centerline and edge lines striping to provide positive guidance for drivers on the location of the travel lanes and parking lanes and assist residents backing out of driveways to more properly place themselves in locations where they can 'protect their lane' and limit vehicles passing on the right.
4. Install signage at the entrances to the neighborhood indicating that large trucks are not to use the local streets for circulation and cut-through routes. This may include posting weight limits on several of the area streets.
5. Obtain alternative direction from the Committee.

Fiscal Impact

Since no preferred alternative has been selected at this time specific costs for each have not been developed at this time.

Attachments:

- A: Resident's Request
- B: Collision Summary

Attachment A: Resident's Request

From: [Sara Kelley](#)
To: [Rob Olson](#)
Subject: Re: Haven view/ linares 92509
Date: Tuesday, January 4, 2022 11:59:52 AM

Thank you for your response and consideration. I think the only other thing I would like to add is that our street acts as a "side street" to avoid traffic on limonite and clay, a "thoroughfare" if you will. With this comes semi truck traffic from stater brothers and other commercial traffic which has lately become more of an issue. I think speed bumps would deter this activity and save our streets from needing to be redone due to these trucks constantly coming through. Also, would it help for residents of these two streets to collect money to pay for the speed bumps? What about attending city meetings?

Thank you.

-Sara

On Mon, Dec 20, 2021 at 10:41 AM Rob Olson <rolson@jurupavalley.org> wrote:

Dear Ms. Rhodes,

Thank you for your email request. The information will be forwarded to the City Engineer's office for review and will be forwarded to the Traffic Safety Committee for their review and discussion at their next meeting on January 27th.

If you feel there is any additional information you would like to submit before the January meeting, please feel free to forward it and we will forward it to the Committee.

Thank,

Rob Olson | Traffic Management Analyst
CITY OF JURUPA VALLEY
T: 951.332.6464 x236
8930 Limonite Avenue | Jurupa Valley, CA 92509
rolson@jurupavalley.org

-----Original Message-----

From: Sara Kelley [REDACTED]
Sent: Saturday, December 18, 2021 7:00 PM
To: TrafficSafety <TrafficSafety@jurupavalley.org>
Subject: Haven view/ linares 92509

Good evening,

I am a resident on Haven View Dr. in Jurupa Valley. I send this email on behalf of many other residents in this housing track and specifically on these 2 streets.

We have a major issue of speeding and running stop signs on our street. We have a park on our street and many families out trying to walk. My husband and I have almost been hit multiple times by people going 4-5x the speed limit. My dog has been hit by a vehicle (while I was walking her- attached to my leash with lights on) on el palomino and haven view. My neighbor was hit by a car on Haven View last year while entering his car that

resulted in medical conditions for the rest of his life. We also have had MANY cars hit while parked on the street due to speeding. We need a solution. Linares is a race track and it almost appears that they try to get the speed on the signs as high as they can. Is there anything we can do to get speed bumps and/ or more stop signs? We are willing to fund raise, or pitch in ourselves. I cannot even be in my front yard with my family due to the risk of high speed drivers and a good probability of being struck by a speeding vehicle.

Sara Rhoads

--
- Sara N. Rhoads



Tue 1/4/2022 12:03 PM

Sara Kelley

Re: Haven view/ linares 92509

To Rob Olson



Video.MOV
2 MB

I also wanted to attach a video of what it's like trying to back out of my driveway in the morning. This is one example of almost being struck in front of my own home. This vehicle had not even turned onto our street when I began backing out. I have hundreds of other videos from our cameras if need be.

Attachment B: Collision Data

City of Jurupa Valley

From 1/1/2017 to 12/31/2021

Total Collisions: 6

Collision Summary Report

1/24/22

Injury Collisions: 2

Fatal Collisions: 0

HAVEN VIEW DR from CLAY ST to LINARES AV

Page 1 of 2

JV181560120	6/5/2018	16:35	Tuesday	HAVEN VIEW DR - EL PALOMINO DR	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	# Killed: 0
Party 1 Driver	West	Making Left Turn	Female	Age: 63	2009 NISSAN	SENTRA			Complaint of Pain
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: 39	2005 BMW	X5			No Injury
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
JV183160087	11/12/2018	17:50	Monday	HAVEN VIEW DR - CARLYLE DR	28'	Direction: North	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Improper Turning	22107	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight	Male	Age: 27	2004 HONDA	ACCORD			No Injury
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent	Unknown				
Party 1 Driver	South	Proceeding Straight	Male	Age: 27	2004 HONDA	ACCORD			No Injury
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent	Unknown				
Party 2 Driver		Parked	Male	Age: 32	2015 VOLKSWAGEN	PASSAT	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent	Not Stated				
Party 2 Driver		Parked	Male	Age: 32	2015 VOLKSWAGEN	PASSAT	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent	Not Stated				
JV191940136	7/13/2019	18:23	Saturday	LINARES AV - HAVEN VIEW DR	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Improper Turning	22107	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Proceeding Straight		Age:	MERCEDES-BENZ	SEDAN	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HBD Impairment Un		Assoc Factor: None Apparent	Not Stated		Cell Phone Not In Use		
Party 2 Driver	South	Making Left Turn	Male	Age: 21	2003 MITSUBISHI	LANCER	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
JV200040057	1/4/2020	12:10	Saturday	HAVEN VIEW DR - HEATHERWOOD DR	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Improper Turning	22107	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	NORT	Making Right Turn	F	Age:	2020 CHEVROLET	MALIBU	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Handsfree In Use			
Party 2 Driver	EAST	Proceeding Straight	F	Age:	2002 DODGE	DURANGO	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Handsfree In Use			
JV200270113	1/27/2020	14:10	Monday	HAVEN VIEW DR - HEATHERWOOD DR	132'	Direction: SOUTH	Daylight	Clear	Pty at Fault:1
	Sideswipe	Pedestrian		Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	SOUT	Proceeding Straight	M	Age:	2017 CHEVROLET	TRAVERSE			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Pedestrian	SOUT	Other	M	Age:			Pedestrian		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		

HAVEN VIEW DR from CLAY ST to LINARES AV

Page 2 of 2

Party 3	Parked Vehicle	SOUT	Not Stated	Not Sta	Age:	2004 TOYOTA	TUNDRA		
Veh Type:			Sobriety: Not Stated		Assoc Factor: Not Stated			Not Stated	

Segment Length: 0.39 miles (2,058')

Collisions per mile: 15.39

Settings for Query:

Start Date: 1/1/2017, End Date: 11/30/2021 (on PD Data)

Segment: HAVEN VIEW DR between CLAY ST and LINARES AV

Include Intersection Related at Limit 1 (CLAY ST): True

Include Intersection Related at Limit 2 (LINARES AV): True

Include Intersection Related at Intermediate Intersections: True

City: Jurupa Valley

Sorted By: Date and Time

City of Jurupa Valley

STAFF REPORT

DATE: JANUARY 27, 2022

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 9

REQUEST FOR A CROSSWALK ON LAKEVIEW AVENUE NEAR KELSEY PLACE

Recommendation

Staff recommends that:

1. Staff monitor traffic conditions in the area and work with the Jurupa Area Recreation and Parks Department (JARPD) on improving access to Horseshow Lake Park for area residents.

Summary / Issue

Staff received a telephone request from an area resident who requested that staff look consider the installation of a crosswalk on Lakeview Avenue between the Riverside Post-Acute Care site and Horseshow Lake Park. The resident noted that during the community meetings conducted by JARPD for the redevelopment of Horseshoe Lake Park one item that was discussed was providing access between the senior facility and the park. The general location is shown in **Figure 1**.

However, a field visit showed that the only access openings in the park fencing along Lakeview Avenue are located opposite the Center's driveway and at the Kelsey Place intersection and that no ADA-compatible access points were provided. These two current locations are shown in **Figure 2**.

Lakeview Avenue also does not have any controlled intersections adjacent to the Park and there are no sidewalks included in the area. Observations also indicated that at various times of the day traffic uses Lakeview Avenue as a cut-through route by drivers to get to and from Van Buren Boulevard and will travel the street at speeds in excess of the speed limit.

While staff agrees that a safe crossing should be provided for area development and the park, they also need to comply with ADA requirements and be controlled by positive traffic control devices. These may include stop signs at the intersection or pedestrian-actuated crossing devices.

Staff recommends that additional study be conducted and discussions held with the Center's management to determine if there is a substantial demand for a crossing connecting to the Park.

Figure 1: Site Location



Staff has brought this item to the Committee for discussion, receipt of any additional information from the Committee, determine what, if any, additional analysis should be conducted on this item, and then receive and file this report..

Figure 2: Images



Lakeview Avenue Looking North



Lakeview Avenue at Kelsey Place Looking South

City of Jurupa Valley

STAFF REPORT

DATE: JANUARY 27, 2022
TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS
FROM: ROB OLSON, TRANSPORTATION ANALYST
SUBJECT: AGENDA ITEM NO. 10

REQUEST FOR SAFETY IMPROVEMENTS AT THE INTERSECTION OF WINEVILLE AVENUE AND LIMONITE AVENUE

Recommendation

Staff recommends that:

1. Provide staff with any comments or requests for additional information and then receive and file this report.

Summary / Issue

Staff was requested by a resident that the city review traffic safety conditions at the intersection of Wineville Avenue and Limonite Avenue and install a collision barrier in the southwest corner of the intersection.

Background

Staff was contacted via email by the residents at 6220 Black Pearl Court, which backs to the southwest corner of the Wineville/Limonite intersection. A copy of the email exchange with staff is included in **Attachment A**. On March 20, 2019 a southbound vehicle on Wineville Avenue violated the red light and after colliding with another vehicle in the intersection the car proceeded to hit the block wall at the back of the property. The residents feel that if a monument sign similar to other locations in the area that a future collision with the wall would be avoided.

The resident was notified that the monument signs to which they were referring to were installed by the associated developments and are located outside of the city rights-of-way. A monument structure, such as that being requested, or any other similar supplemental devices are not installed by the city within the right-of-way unless they are for city facilities.

Discussion

Safety devices to address collision concerns are installed unless there is a collision history with roadway departures or substantial safety issues that have a systemic history are present. These may include steep slopes, retaining walls, and/or utilities structures located close to the street or

a lack of suitable recovery area beside the road. In such areas, it needs to be documented what the issues is and show the pertinent history.

A review of the collision history for this intersection indicated that over the last 6 years only one vehicle has ever left the roadway despite a total of 19 collisions at the intersection and none of those collisions resulted in any serious injuries or fatalities. In addition, the resident stated that they had lived in the house since 2011 and did not mention any other collision that affected their property.

Since no specific safety issue beyond the one collision has been identified staff does not feel any additional safety devices are necessary at this time. However, this item is being brought to the Committee to obtain any input the resident wanted to include, obtain any Committee input or request for further analysis, conduct any discussion on this item, and then receive and file this report.

Attachment: Residents Email and Photos

Attachment

From: [Hoai Nguyen](#)
To: [Rob Olson](#)
Cc: [TrafficSafety](#)
Subject: Re: Traffic safety concern Limonite Ave / Wineville Ave
Date: Monday, January 10, 2022 2:35:27 PM

Dear Mr. Olson,

Thank you for your message.

We would like to reply to some of the concerns that you have brought up.

1) There is no Homeowner's Association (HOA) in our neighborhood.

We understand that other developments with structures have HOA, but ours doesn't.

We reported the incident at City Hall and we were clearly told that the wall itself is our property but everything from the wall belongs to and is maintained by the City.

A picture of that area (attached) shows a large maintained grassy area that extends beyond the wall to the sidewalk.

2) We did bring up these concerns previously, but maybe not through the most appropriate channels, and it took time to bring them up again.

I hope you can understand that it took some time to get over the initial shock of what had transpired. My wife saw this first-hand as it happened.

She converted this backyard from a pile of dry grass waist-high into her dream yard. She couldn't even go outside for a long time.

Our priority was getting the wall rebuilt and it took many months to go through insurance and contractors to get that done.

Afterwards, I sent a letter to the director of Public Works and then to the Mayor at the time but did not receive any reply.

Then the COVID pandemic started and we became preoccupied with our health and safety.

It was only recently that we learned about the traffic safety committee and decided to bring up our concerns again.

3) How much "history of collision and roadway departure issues" would the City need to take this issue seriously?

This is a serious incident that has already happened, not just a theoretical risk or statistics.

Would someone have had to be seriously injured or have died to consider "if other remedial actions" are necessary?

The only time the City reached out to us was to leave notes on our front door threatening us with fines if we didn't permanently replace the wall soon enough.

We hope that you are not thinking that we are asking for a fancy monument.

We just want consideration for a safety barrier such as another retainer wall, ballards, or large boulders and/or other remedies the City could provide to protect its citizens

The City required us to also replace the outer veneer for the retainer wall, which was almost half the cost of construction.

We can't even see that side of the retainer wall and that didn't benefit us in any way from a safety perspective.

Thank you for your time again.

Sincerely,
Tranhoai Nguyen
Tramanh Ta

On Mon, Jan 10, 2022 at 12:59 PM Rob Olson <rolson@jurupavalley.org> wrote:

Good Morning Mr. Nguyen,

Thank you for your email regarding traffic safety near your residence. The City takes traffic safety very seriously and takes reasonable and available steps when possible to address known issues. The structures you're referring to in your email and photos were constructed by the various developments as part of their original development processes and approvals and are not located within the city rights-of-way nor are they maintained by the city. For such a structure to be built, there would need to be an area outside of the public right-way to construct it and it would need to be designed, funded, and constructed by your homeowners association (HOA). The City cannot expend funds on such a monument and does not allow or construct such devices within the right-of-way.

I've reviewed the collision data for this intersection and the 2019 collision you referenced appears the only collision in the last 6 years that resulted in a vehicle leaving the roadway. Since this collision occurred nearly 3 years ago, I'm wondering why the issue is being brought to us at this time. I would first contact your HOA to see if they have any interest in bringing a design or proposed structure to the City for consideration. But as I mentioned above, the City cannot construct such a structure outside of the right-of-way and does not provide such devices within the right-of-way without a history of collision and roadway departure issues.

I will forward your request to the traffic safety committee for their review, but without any correspondence from your HOA or other similar body indicating that they are interested in advancing the construction of any additional structures, the City will not take any action on advancing the construction of any devices at this time. We will continue to monitor collision data for the intersection to determine if other remedial actions are necessary.

If you have any questions regarding the above information, please feel free to contact me.

Thanks,

Rob Olson | Traffic Management Analyst

CITY OF JURUPA VALLEY

T: 951.332.6464 x236

8930 Limonite Avenue | Jurupa Valley, CA 92509

rolson@jurupavalley.org

From: Hoai Nguyen [REDACTED]

Sent: Friday, January 7, 2022 12:52 PM

To: TrafficSafety <TrafficSafety@jurupavalley.org>

Subject: Traffic safety concern Limonite Ave / Wineville Ave

Dear Traffic Safety Committee of Jurupa Valley,

My wife and I have been residents of Jurupa Valley since 2011. We would like to bring up a traffic safety incident that occurred on March 20th, 2019.

Briefly, a man was driving southbound on Wineville Ave and ran full speed through the red light at Limonite Ave, clipped two cars, and crashed into our backyard through a street lamp post and our retainer wall. Miraculously, no one was hurt or killed. However, it was a very traumatic experience for my family, especially my wife who witnessed this event but luckily was inside, not in the backyard as she often likes to be. The driver was only stopped because he ran into our marble statue of Mary and Jesus and was wedged into another retainer wall. But he could have plowed straight into our house.

We would like the city to consider measures to prevent such an incident from happening again since it has already happened once and is at an intersection where there is a lot of traffic and also a lot of speeders, which is what Officer Hallenbeck told us. He was the police officer at the incident that day. There are already barriers in place at the other corners of the same intersection (north west side of intersection at Harvest Villages has a brick structure) and down the street within the same neighborhood as our house (additional retainer wall at Limonite and Pats Ranch). There is no such barrier in place outside our home (southwest corner of Wineville and Limonite), but maybe that could be reconsidered given the changes in traffic in the area and what had happened.

We have attached pictures for your reference.

We thank you for your consideration and would be happy to provide any more information

if needed.

Sincerely,

Tranhoai Nguyen & TramAnh Ta

6220 Black Pearl Ct

Jurupa Valley, CA 91752

Pictures of the tragic incident at 6220 Black Pearl Ct



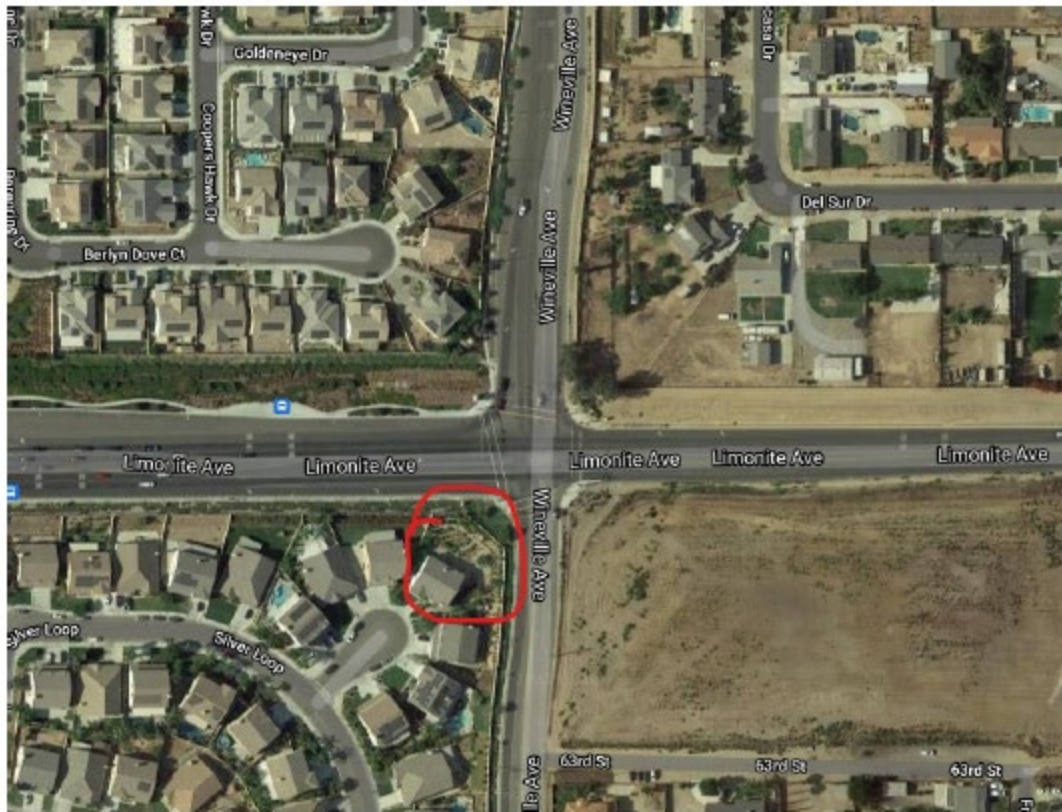
Street view of incident



Aerial View of incident



Aerial View of Limonite and Wineville Intersection (Google Map)



Street view of NW corner of Limonite and Wineville Intersection



Street view of NE corner of Limonite and Wineville Intersection



Intersection of Limonite and Pats Ranch (same neighborhood as our house but on the Western entrance)

