

City of Jurupa Valley

**Traffic Safety Committee
City of Jurupa Valley City Hall
Council Chambers**

July 28, 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 ttorres@jurupavalley.org. Members of the public are encouraged to submit email comments prior to 2:00 p.m. Thursday July 28, 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 June 23, 2022 Regular Meeting Minutes

OLD BUSINESS

None

NEW BUSINESS ITEMS

6. Requested All-Way Stop Sign Control at the Intersection of Troth Street and 48th Street

7. Install Temporary Traffic Calming on Skyview Road Between Peralta Place and Avenue Juan Bautista

INFORMATIONAL ITEMS

8. Emails to the Traffic Safety Committee

9. Status of On-going Projects and Requests

10. Status Change From Traffic Safety Committee to Public Works Committee

Adjournment to August 25, 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 website at www.jurupavalley.org.

City of Jurupa Valley

DRAFT MINUTES
Traffic Safety Committee
CITY OF JURUPA VALLEY
June 23, 2022

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Traffic Safety Committee was called to order at 3:13 pm. June 23 at the City Council Chambers, 8930 Limonite Avenue, Jurupa Valley, California 92509.

Members present:

- Carol Crouch, Chair
- Hugo Bustamante, Vice Chair
- Robert Galindo, Member
- Myra Jackson, Member
- Sgt. Javier Morando, Member

Members absent:

- Michael Flad
- Paul Toor

Attendees:

- Rob Olson, City Staff
- Tracey Torres, City Staff

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

3. Public Appearance/Comments – Public Appearance by- Richard Miller

4. Approval of the Agenda

Committee Member Robert Galindo motioned and Committee Member Mayra Jackson seconded the motion to approve the July 28, 2021 agenda. The motion was approved by the following vote:

Ayes: Crouch, Bustamante, Jackson, Galindo and Morando

Noes: None

Abstained: None

Absent: Paul Toor, Michael Flad

5. Approval of Minutes

Vice Chair Bustamante motioned and Committee Member Morando seconded the motion to approve the April 28, 2022 Minutes. The motion was approved by the following vote:

Ayes: Crouch, Bustamante, Galindo, Jackson, Morando

Noes: None

Abstained: None

Absent: Paul Toor, Michael Flad

Old Business

NONE

New Business

6. Del Sol Academy Curbfront Queuing Design Options

Staff provided background information of the area and presented recommendations to committee members. Committee Member Mayra Jackson motioned and Vice Chair Hugo Bustamante seconded motioned to approve and proceed with staff recommendations as discussed.

Ayes: Crouch, Bustamante, Galindo, Jackson, Morando

Noes: None

Abstained: None

Absent: Paul Toor, Michael Flad

Informational Items

7. Email to the Traffic Safety Committee

Follow up on email from on 48th St and Troth for an all way stop; Eucalyptus Tree was removed and paving was complete, Resident at the council meeting requested for a traffic survey on 61st St and add all way stop sign, Resident requested speed humps on Steve St, Council request flash stop signs, request to center line striping on Limonite Ave. and adding roundabouts. Items will be brought back in July meeting.

8. Status of On-going projects and Request and other information


Ongoing Jurupa Grade Separation project still moving forward. Paving, median installation and modifications for widening of Limonite Ave, Agua Mansa Commerce Center next phases of traffic signal work will begin

9. Status Change From Traffic Safety Committee to Public Works Committee-

Rob Olson informed the committee that the Traffic Safety Committee will continue until further notice and advised to contact the City Clerk to apply if interested for the Public Works Committee.

Adjournment 4:21pm to the July 28, 2021 Meeting – Council Chambers

Respectfully submitted,

 for _____
Paul Toor, Committee Secretary

City of Jurupa Valley

STAFF REPORT

DATE: JULY 28, 2022

TO: CHAIR CROUCH, CHAIR AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRAFFIC ANALYST

SUBJECT: AGENDA ITEM NO. 6

REQUESTED ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF TROTH STREET AND 48TH STREET

Recommendation

Staff recommends:

- A. Install four no parking signs on both sides of Troth Street both north and south of the intersection with 48th Street to assist in maintaining clear sight lines within the required sight triangle, and
- B. Review the intersection operations approximately 6 month after installation of the parking restrictions.

Summary / Issue

The City has received two requests from residents to install all-way stop control at the intersection of Troth Street with 48th Street. The complaints are that there have been multiple collisions at the intersections and vehicles travel at high rates of speed along Troth Street and that all-way stop sign control at the intersections would eliminate the problems. This intersection was reviewed by the Committee in October 2021 in response to a request from a resident requesting all-way stop control at the intersection. Analysis was presented by staff that indicated that the intersection did not meet any of the Manual on Traffic Control Devices (MUTCD) warrants recommended for the consideration of all-way stop sign control. To address sight distance issue at the intersection, a large tree was removed by the city in the southeast quadrant of the intersection. However, the two petitioning residents still feel there is a need for all-way stop sign control at the intersection.

Background and Discussion

The intersection is located in the Mira Loma community in the city just south of Bellegrave Avenue. **Figure 1** illustrates the intersection locations and the area intersection traffic control. An aerial image of the intersection and its surroundings are shown in **Figure 2**. The intersection currently has stop sign control on the 48th Street approaches. All-way stop sign control was recently installed at the 50th Street intersection and is also present at the Jurupa Road intersection.

The Troth Street and 48th Street intersection has been brought previously to the Traffic Safety Committee in October 2021. However, the Committee concurred with the staff recommendation to not install all-way stop sign control, but instead to remove a large roadside tree that was obstructing sight lines at the intersection. That tree was removed in December 2021.

Staff has monitored the intersection since the previous presentation and has identified that one collision had occurred just prior to that October 2021 meeting, but was not included in the previous collision data since the collision report was not available before the Committee meeting.

Troth Street and 48th Street are unclassified streets with respect to Engineering & Traffic Survey (E&TS) and therefore have prima fascia speed limits of 25 miles per hour. Both streets are about 24 feet wide with gravel shoulders and on-street parking allowed. Sidewalks are located along the north side of 48th Street west of Troth Street and along the west side of Troth Street north of 48th Street. Those were installed as part of a Safe Routes to School project completed in 2018.

All-way stop sign control may be recommended to be installed for various reasons. These include:

1. Meeting established vehicle volume warrants listed in the California Manual on Uniform Traffic Control Devices (CAMUTCD) (see Attachment A).
2. The geometric configuration of the intersection does not allow for adequate sight distances based on Caltrans design standards.
3. High collision frequency that may be best addressed through the stopping of vehicles at an intersection or crossing.
4. There is a right-of-way issue that is best addressed through the stopping of vehicles at an intersection or crossing (e.g., crossing with frequent pedestrian activity, trail crossing, etc.).
5. Continuation of an established pattern of neighborhood traffic control (e.g., basket-weave pattern of stop sign placement, etc.).
6. Other conditions determined through engineering study where stop signs are determined to be the best alternative for addressing traffic issues.

Situations where stop signs are not appropriate include for control of vehicle speeds and where there is not a reasonable condition for the need to stop vehicles on all approaches. Pages 4 through 7 of **Attachment A** provide some basic guidance to the use of stop and yield signs.

Sight Distances

Staff conducted field reviews at the intersection to determine if there are any existing physical deficiencies, especially since the tree removal in 2021. There is some fencing close to the intersection that may limit sight distances when vehicles are stopped at the approach limit lines (stop bars) if objects or vehicles are stored inside the fences near the intersection. In addition, if on-street parking is allowed Troth Street close to the intersection the sight lines for drivers on 48th Street may be limited. These conditions are illustrated in the various photos in **Attachment B**.

The required sight distance at the intersection for both Troth Street and 48th Street per the Caltrans Design Guide is 150 feet for the posted 25 mile per hour speed limits. **Attachment C** illustrates the sight lines required for both a vehicle stopped on 48th Street at the limit lines and from a point if the driver moves forward to a position just before the front of the vehicle would enter the crossing travel lane on Troth Street. The shaded boxes on the east and west sides of Troth Street indicate the areas that vehicles parked on-street would obstruct the driver's line of sight.

If all-way stop control were not installed at the intersection, those are the areas where on-street parking would need to be restricted to ensure that adequate sight distances are provided for vehicles entering or crossing Troth Street from 48th Street.

Collisions

A review of reported collisions for the 6-year period between 1/1/2016 and 12/31/2021 for the intersection was conducted to determine the number and type of collisions that have occurred at each intersection and the contributing factors to each. It should be noted that only collisions in which collisions reports are filed are included in this analysis. Any collisions in which the participants do not complete and file a collision report are not included and are not recorded in the collisions database. A subsequent search for 2022 indicated that there have been no reported collisions since January 1st.

The collision review indicated that there have been 8 intersection-related collisions during the 6-year period. None of the 8 collisions were alcohol related. Four of the collisions involved westbound vehicles on 48th Street and two involved eastbound vehicles. Six of the collisions, affecting eight vehicles, involved northbound vehicle and only one collision involved a southbound vehicle. Three collisions resulted in minor injuries. The remaining involved property damage only. None of the collisions were listed as involving impaired driving. A collision diagram is included in **Figure 3** and a more detailed collision report is provided in **Attachment D**.

Four of the drivers may have been affected by sight distance limitations caused by the large tree that was removed along the east side of Troth Street south of the intersection as they collided with vehicles from westbound 48th Street. Two other drivers travelling eastbound on 48th Street may have had sight lines obstructed with one colliding with a northbound vehicle and the other a southbound vehicle. The other two collisions involved one rear end collision and one collision with a roadside object. In all of the broadside and turning violation collisions, the driver that was entering the intersection from 48th Street was determined to be at fault.

Collision reports provided by the RCSD indicated that one of the drivers failed to stop for a stop sign. In another collision, the driver stated that they did not see the approaching car. In another the driver stated that he was traveling between 40 and 45 mph on northbound Troth Street; however, unsafe speed was noted in 2 collisions with the second collision involving a southbound vehicle on Troth Street.

It is important to note that no reported collisions have occurred since the installation of the all-way stop control at the 50th Street intersection located about one-quarter mile south of 48th Street. Section 2B.07 of the CAMUTCD states that all-way stop signs should be considered if there are 5 or more collisions in a 12-month period of a type that could be corrected with the application of all-way stop control. The collision history at the intersection are below that level with only 6 collisions in 72 months.

Volumes

Traffic volumes are another criteria that can be used to determine the applicability of all-way stop control. To determine the existing traffic volumes on Troth Street, 24-hour vehicle count data was collected over a two-day period in May 2022. Traffic volumes on 48th Street were obtained from a previous pre-Covid sample survey. In addition, three sample surveys of pedestrian volumes were also conducted in May 2022 during egress period of Jurupa Valley High School. The following summarizes the data collected:

Vehicle Traffic Volumes

Troth Street

Two-way 24-hour volumes – 1,580 vehicles per day

Busiest 1-hour period – 183 vehicles per hour

48th Street

Two-way 24-hour volumes – 760 vehicles per day

Busiest 1-hour period – 93 vehicles per hour

Pedestrian Volumes (total pedestrians at the intersection crossing any street approach)

Busiest hour surveyed – 17 people per hour (2:30 to 3:30 pm)

Number of hours with 10 or more pedestrians – 3 hours per day

The CAMUTCD states that all-way stop control should be considered if the primary street volume exceeds 300 vehicles per hour for any 8-hour of a day and the cross street total volume of autos and pedestrians is at least 200 for those same hours. Based on the data neither street has a high enough traffic volumes that would meet the CAMUTCD threshold for the all-way stop control warrants based on volume. Even using the 80 percent threshold for multiple criteria, the volume of pedestrians and vehicle does not meet the warrant levels.

Traffic Speeds

Travel speed data was also collected during the May 2022 count effort. The data collection location was just south of the 48th Street intersection. The results indicated that the overall 85th percentile speed on Troth Street was measured to be 38 miles per hour and the average speed was 32 miles per hour. The speeds were almost identical for northbound and southbound traffic.

Alternatives

The intersection of Troth Street and 48th Street was analyzed using standard engineering methods and the stop sign warrant criteria listed in the CAMUTCD. Using the above data, engineering studies were conducted to quantify the information collected and compare it to the established warrant limits in the CAMUTCD and determine the alternatives available to the City to respond to the resident requests. The following lists several options that were identified:

1. Make no changes to the existing traffic control at the intersection.
2. Install W4-4AP signs on the 48th Street approaches as supplemental signs to the existing stop signs. W4-4P signs were previously used at the Troth Street and 50th Street intersection prior to the installation of the all-way stop sign control at that intersection. The sign did not appear to be effective in reducing collisions at the intersection. However, it could be used as an option at the 48th Street intersection to provide a reminder to motorists that crossing traffic on Troth Street is not required to stop at the intersection.



W4-4P

3. Place No Parking signs on both the east and west sides of the Troth Street approaches to the intersection. Maintaining a clear area by restricting vehicles within the required sight triangle at the intersection should provide adequate distance for drivers exiting 48th Street

to see approaching traffic. There does not appear to be a sufficient deficiency that a driver stopped on 45th Street, and moving forward, if necessary, could not overcome that installing all-way stop sign control at the 48th Street intersection would be required. The city would also work with the adjacent residents in the northwest and southeast intersection corners and request that sight distance obstructions are not placed near the intersection inside of their fences so that they would interfere with providing adequate sight distances for the 48th Street approaches. In addition, any vegetation located within the right-of-way and adjacent to the intersection would need to be maintained to less than 42 inches in height or above 7 feet in height to maintain sight lines.

4. If sight distances are based on the 85th percentile speed on Troth Street and not the posted speed limit, sight distances for traffic on 48th Street cannot be provided along Troth Street without eliminating a substantial amount of on-street parking. In lieu of striping a significant amount of on-street parking along Troth Street, install all-way stop sign control at the intersection. This traffic control would be consistent with other intersections in the area and would not require limiting parking along the street or on properties near the intersection.
5. Provide staff with alternative direction.

Recommendations

Staff recommends that the Traffic Safety Committee evaluate this Staff Report, consider public input, and then provide direction to Staff regarding any additional information that may be needed to make a recommendation to Staff and the City Council.

To address the request and address the identified issues, staff recommends:

- A. Install four no parking signs on both sides of Troth Street both north and south of the intersection with 48th Street to assist in maintaining clear sight lines within the required sight triangle, and
- B. Review the intersection operations approximately 6 month after installation of the parking restrictions.

Fiscal Impact

The installation of all-way stop sign control can be conducted by City forces. The approximate cost of the four no parking signs, posts, and labor will be approximately \$1,000. The FY 22-23 budget includes adequate funds to cover these costs within the City's Street Maintenance Fund for street sign installation and repairs.

Figure 1: Intersection Locations and Existing Area Intersection Traffic Control

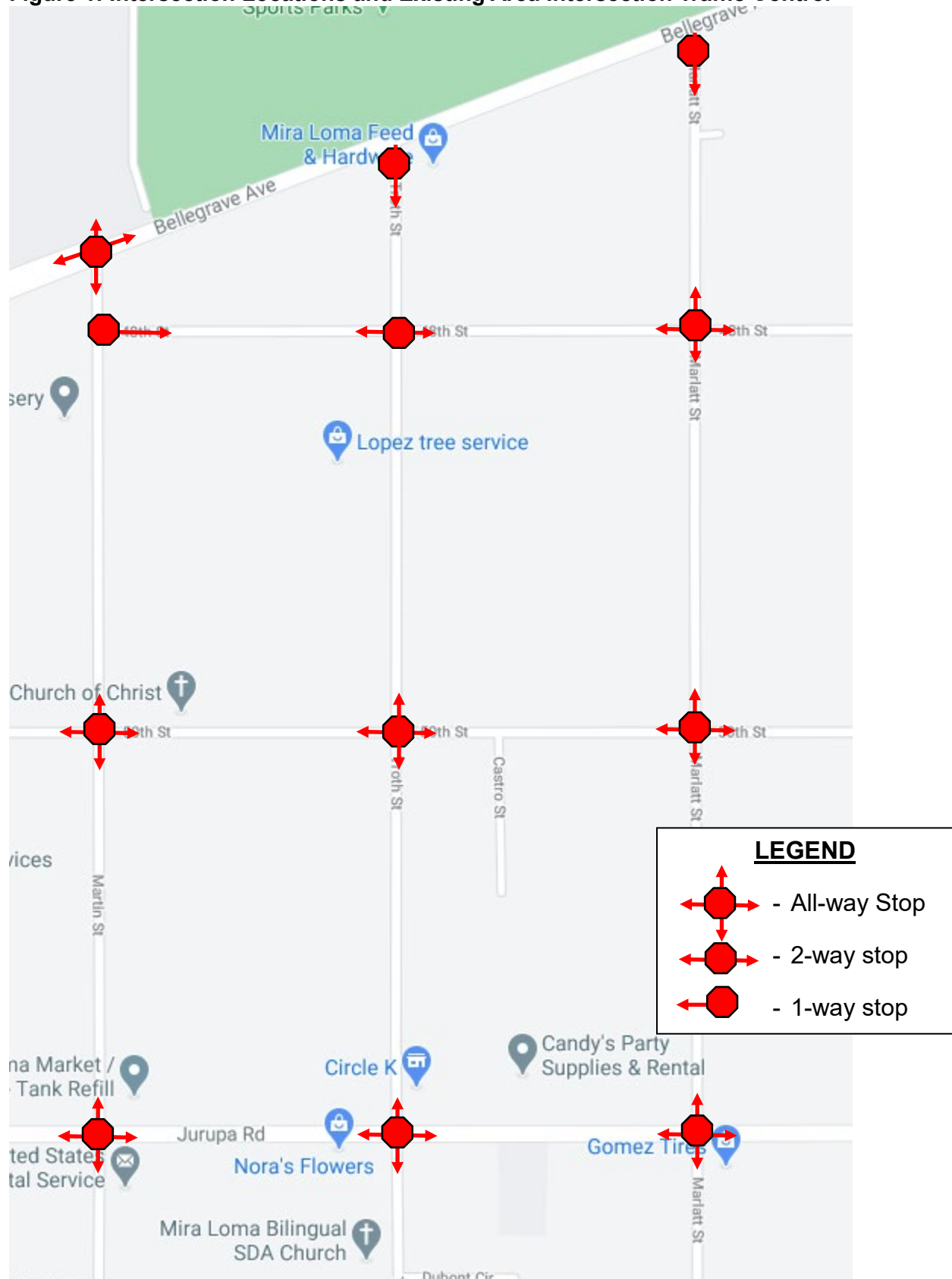
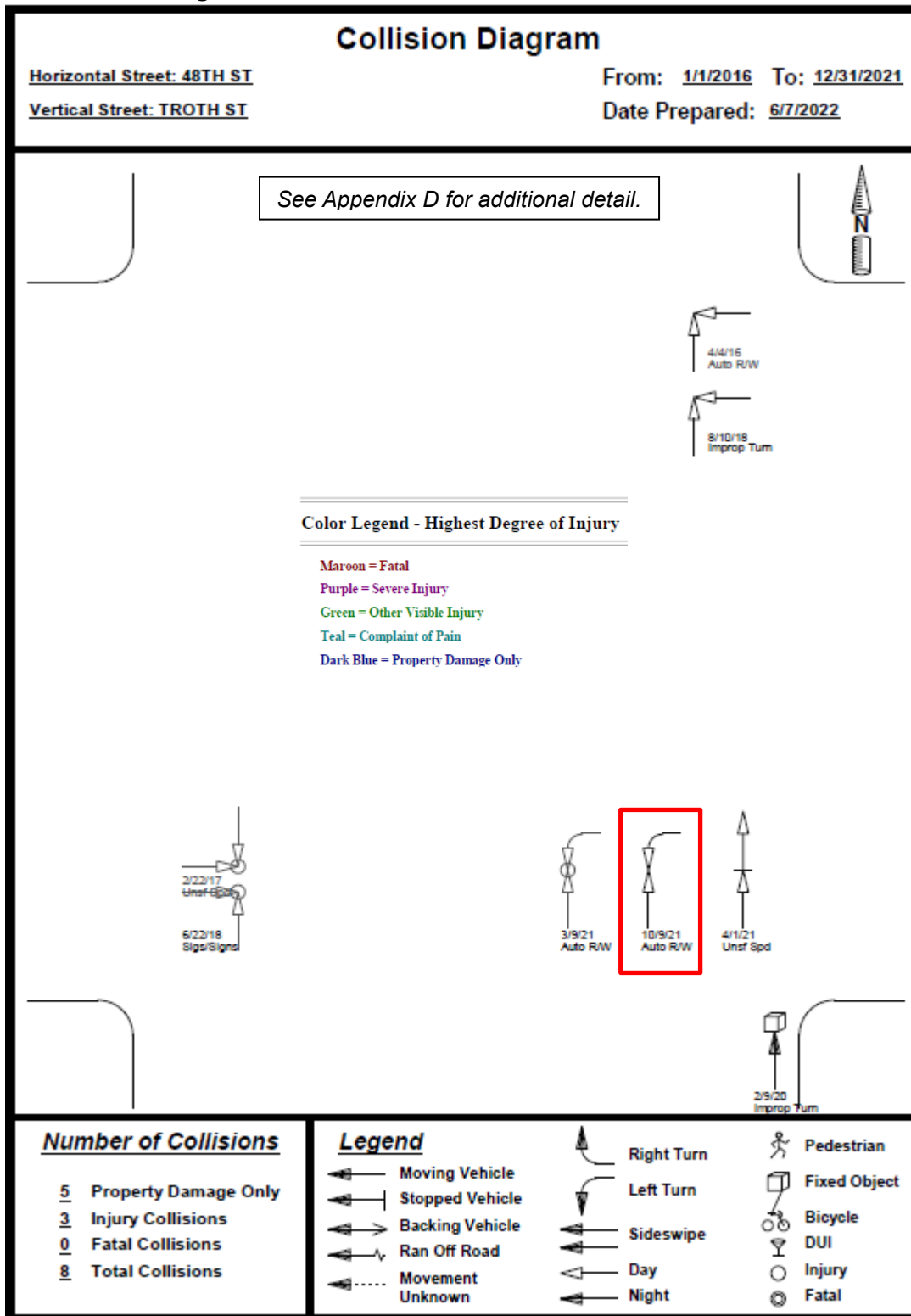


Figure 2: Aerial Image of Troth Street and 48th Street Intersection



Figure 3: Collision Diagram – Troth Street and 48th Street



Note that only the collision highlighted has been recorded since the large tree was removed from the SE corner of the intersection.

Attachments

A: California Manual on Uniform Traffic Control Devices

B: Troth Street and 48th Street Site Photos

C: Intersection Sight Distance Requirements

D: Collision Reports January 2016 through December 2021

E: Resident Email Requests

F: Troth Street Traffic Speed and Volume Counts

Attachment A:

California Manual on Uniform Traffic Control Devices

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

05 *YIELD or STOP signs should not be used for speed control.*

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.

11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria **should be considered** in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. ***Five or more reported crashes in a 12-month period** that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the **major street** approaches (total of both approaches) **averages at least 300 vehicles per hour for any 8 hours** of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the **minor street** approaches (total of both approaches) averages **at least 200 units per hour for the same 8 hours**, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*

3. If the **85th-percentile approach speed** of the major-street traffic **exceeds 40 mph**, the minimum vehicular **volume warrants are 70 percent** of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where **Criteria B, C.1, and C.2 are all satisfied to 80 percent** of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Attachment B: Troth Street and 48th Street Site Photos

From Troth Street Looking South Approaching Intersection (west side)



From Troth Street Looking South Approaching Intersection (east side)



Attachment B: Troth Street and 48th Street Site Photos

From Troth Street Looking North Approaching Intersection (east side)



From Troth Street Looking North Approaching Intersection (west side)



Attachment B: Troth Street and 48th Street Site Photos

From 48th Street Looking South at Intersection (west side)



From 48th Street Looking North at Intersection (west side)

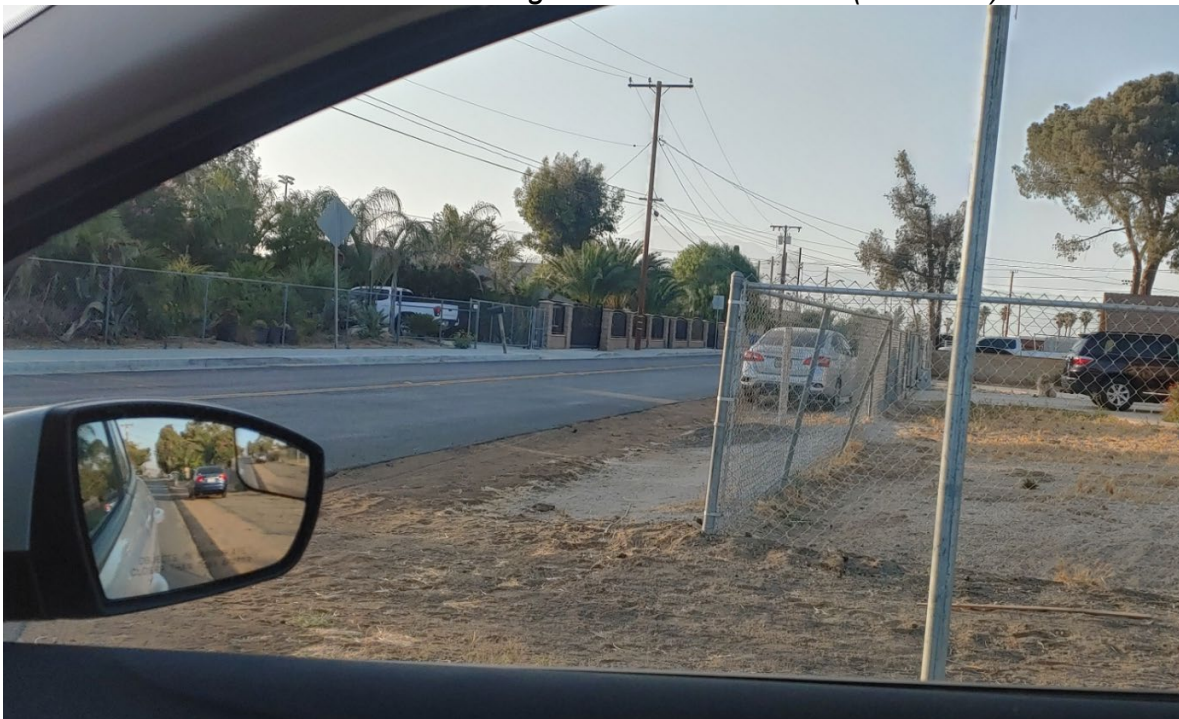


Attachment B: Troth Street and 48th Street Site Photos

From 48th Street Looking South at Intersection (east side)



From 48th Street Looking North at Intersection (east side)



Attachment C: Intersection Sight Distance Requirements



Sight Distance Requirements

Troth Street: Required – 150 ft. (for 25 mph)

48th Street: Required – 150 ft. (for 25 mph)

Green lines indicate sight line if driver moves forward to edge of travel lane.

● - Fire Hydrant

▲ - Proposed No Parking Sign Locations

■ - Restricted on-street parking area to provide adequate sight distances.

Attachment D: Collision Reports 1/1/2016 through 12/31/2021

Troth and 48th Street – 8 collisions

City of Jurupa Valley

From 1/1/2016 to 12/31/2021

Total Collisions: 8

Injury Collisions: 3

Fatal Collisions: 0

Collision Summary Report

6/7/22

TROTH ST & 48TH ST

Page 1 of 2

JV-160950104	4/4/2016	17:30	Monday	48TH ST - TROTH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Broadside	West	Proceeding Straight	Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	West	Proceeding Straight	Male	Age: 83	1995 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Shoulder Harness Used			
Party 2 Driver	North	Proceeding Straight	Male	Age: 42	1997 SATURN	SL2	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Shoulder Harness Used			
JV170530107	2/22/2017	14:43	Wednesday	TROTH ST - 48TH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Broadside	Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	East	Proceeding Straight	Female	Age: 18	2005 CHRYSLER	TOURING	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight	Female	Age: 23	2011 NISSAN	ALTIMA	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
JV181730139	6/22/2018	17:43	Friday	TROTH ST - 48TH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Broadside	Other Motor Vehicle	Traffic Signals and Signs			22450A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	East	Proceeding Straight	Male	Age: 39	2001 GMC	YUKON	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: 49	1997 JEEP	CHEROKEE	Sport Utility Vehicle		Complaint of Pain
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
JV182220142	8/10/2018	15:20	Friday	TROTH ST - 48TH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Broadside	Other Motor Vehicle	Improper Turning			22107	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	West	Proceeding Straight	Male	Age: 37	1997 FORD	EXPEDITION	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	Male	Age: 22	2014 NISSAN	SENTRA	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
JV200400041	2/9/2020	07:23	Sunday	TROTH ST - 48TH ST	20'	Direction: WEST	Dark - No Street	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	NORT	Proceeding Straight	Not Sta	Age:	2004 CHEVROLET	SILVERADO	Pickups & Panels		
Veh Type:		Sobriety: Impairment	Not Kno	Assoc Factor: None Apparent		Cell Phone Not In Use			
JV210680106	3/9/2021	16:00	Tuesday	48TH ST - TROTH ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Sideswipe	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	F	Age: 25	2019 HYUNDAI	SONATA	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		

Troth and 48th Street – 8 collisions (continued)

Page 2 of 2

TROTH ST & 48TH ST													
Party 2 Driver	NORT	Proceeding Straight	M	Age: 20	2017 TOYOTA	COROLLA	Passenger Car, Station Wagon, Jeep						
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use						
JV210910124	4/1/2021	13:30 Thursday	TROTH ST - 48TH ST	Unsafe Speed		100'	Direction: SOUTH	Daylight	Clear			Pty at Fault: 1	
	Rear-End	Other Motor Vehicle				22350	Hit & Run: No	Property Damage Only				# Inj: 0	# Killed: 0
Party 1 Driver	NORT	Proceeding Straight	M	Age: 25	1995 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep						
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use						
Party 2 Driver	NORT	Stopped In Road	F	Age: 46	2010 JEEP	WRANGLER	All Terrain Vehicle						
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use						
JV212820094	10/9/2021	15:35 Saturday	TROTH ST - 48TH ST			9'	Direction: SOUTH	Daylight	Clear			Pty at Fault: 1	
	Broadside	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only				# Inj: 0	# Killed: 0
Party 1 Driver	WEST	Making Left Turn	M	Age: 28	2004 NISSAN	350Z	Passenger Car, Station Wagon, Jeep						
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use						
Party 2 Driver	NORT	Proceeding Straight	F	Age: 21	2021 NISSAN	SENTRA	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: 1/1/2016, End Date: 12/31/2021 (on PD Data)
 Street: TROTH ST
 Cross Street: 48TH ST
 Within Distance of: 100
 City: Jurupa Valley
 Sorted By: Date and Time

Attachment E: Resident Email Requests

From: noreply@civicplus.com <noreply@civicplus.com>

Sent: Wednesday, April 27, 2022 11:30 AM

To: Paul Toor <ptoor@jurupavalley.org>; Guillermo Morales <gmorales@jurupavalley.org>; Joel Jimenez <jjimenez@jurupavalley.org>

Subject: Online Form Submittal: Traffic Engineering Request

Traffic Engineering Request

First Name	Gary
Last Name	Conner
Phone Number	
Address	10551 48th st.
Email Address	
What type of issue would you like to report or request?	Other
Other	I am requesting two additional stop signs at the corner of Troth and 48th street. The additional stop signs would be located on Troth street for the both North and Southbound traffic on Troth street. 48th street already has stop signs on the corner for the East and West traffic on 48th street. The stop signs are urgently needed as this is and has been on ongoing safety issue. Not only have many accidents occurred at this corner, often due to obstructed visibility from cars parking on the easement, but it is a walkway for many of the children walking to and from the nearby Jurupa Valley High School. Please consider this request with the utmost urgency. I look forward to hearing from you. Thank you.
Description & Location	Two additional stop signs at the corner of 48th street and Troth street on the North and South side of Troth street.
Preferred Method of Contact	Phone

City of Jurupa Valley

ENGINEERING DEPARTMENT

REQUEST FOR TRAFFIC DEVICE

Yesenia Villagomez

Name of Requestor: _____

PLEASE PRINT

Phone #: _____ Email Address: _____

[4685 Dodd st Mira Loma ca 91752](#)

Mailing Address: _____

Reason for Request:

Stop signs on corner of Troth and 48th st. Safety is an issue. We have accidents
due to visibility, cars park on the easment where students from the nearby high
school are suppose to walk on.

Corner of Troth st and 48th st.

Address: _____

Cross Streets: Troth st. and 48th st.

Type: ☐ Street Light

☐ Stop Sign

☐ Traffic Signal

City of Jurupa Valley

STAFF REPORT

DATE: JULY 28, 2022
TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS
FROM: ROB OLSON, TRANSPORTATION ANALYST
SUBJECT: AGENDA ITEM NO. 7

INSTALL TEMPORARY TRAFFIC CALMING ON SKYVIEW ROAD BETWEEN PERALTA PLACE AND AVENUE JUAN BAUTISTA

RECOMMENDATION

Staff recommends:

- A. The installation of three temporary intersection realignment layouts at the intersections of Skyview Road with John Street (east), John Street (west), and Sharon Way;
- B. Traffic speeds and be monitored over a four-month period to document any change in traffic speeds on Skyview Road and any collisions between the vehicles and the temporary traffic control signs and delineation, and;
- C. Return with a follow-up report on the effectiveness of the temporary traffic control and determine if it should be made permanent and if so, in what configuration.

SUMMARY / ISSUE

The issues of speeding on Skyview Road and drivers failing to stop at stop signs have been reviewed several times over recent years. The issue was last presented to the TSC in January 2021 at the request of residents with a request to install speed humps on Skyview Road. It was determined that the physical conditions along Skyview Road were not optimal for installing speed humps and they would not address the issue of not stopping at the stop signs. So after discussion by the TSC it was recommended to install new lane edge lines on Skyview Road to create 10-foot wide travel lanes. The intent was to create the appearance of narrow travel lanes to get drivers to slow down. The results of that effort are discussed later in this report. This review is a follow-up to that effort to determine if the line addition was effective in addressing issues on Skyview Road and if not, what other measures may be available to address traffic speeds and stop sign compliance.

BACKGROUND

Skyview Road is a two-lane local street that is fronted by residences along its entire length on one side in some areas and on both sides east and west of the John Drive Intersections, as shown in **Figure 1**. It extends between its western terminus at Helmcrest Drive and Avenue Juan Bautista on the east, where it becomes Goldenwest Avenue. The street is posted with a 25

mile per hour speed limit. John Drive intersects Skyview Road twice, once on each side of Sharon Way.

Figure 1: Skyview Road and Environs



The cross-section and edge treatment of Skyview Road varies along most of its length. The street width varies between approximately 28 feet at its narrowest sections to about 44 feet at its widest. Some sections of the Skyview Road have raised concrete curbing installed, other sections have mountable concrete or asphalt curbing, and still others have gravel shoulders. On-street parking is allowed along both sides of the street for most of the street's length. A double yellow (Detail 22) centerline is painted along all of Skyview Road and lane edge lines were added in 2021. Images of the various cross-sections of Skyview Road are provided in **Attachment A**.

There are sidewalks located along one side of Skyview Road between Helmcrest Drive and Wincliff Drive on the east end and from west of Sharon Way to Avenue Juan Bautista on the east end. The eastern sidewalk is on the opposite side of the street from the residential frontages in that section. The vertical grade varies along the corridor. Some sections are relatively flat with some section having as much as a 5+ % grade. The section where the speed humps were being requested has a grade that varies between just over 4% to just over 5%.

All-way stop control is provided at the intersections with Via Escalante, Peralta Place, John Drive (west) and Avenue Juan Bautista. The original complaints stated that drivers regularly fail to stop at the all-way stop signs. There is a limited amount of street lighting that is provided along Skyview Road and none in the segment in question. However, there is street lighting at both John Drive and the Sharon Way intersections.

Skyview Road is used by a mix of traffic from the adjacent neighborhoods along with delivery and service vehicles and is used during peak hours as a cut-through route for drivers trying to avoid the segment of Limonite Avenue between Avenue Juan Bautista and Peralta Place.

ANALYSIS / DISCUSSION

Staff reviewed field during various site visits. While Skyview is classified as a local street, the width is very wide in the sections where it is fully improved and when combined with the

downhill grade going from east to west contributes to vehicles traveling above posted speed limit. Also, with no fronting properties along the south side of the street between the John Drive and Avenue Juan Bautista intersections there are no vehicles parked along most of the street resulting in a street that appears very wide to drivers.

In addition, while it may be faster to use Avenue Juan Bautista to directly access westbound Limonite Avenue, multiple drivers were observed using Skyview Road as a cut-through route between Avenue Juan Bautista and Peralta Place. In the process, drivers were also observed not stopping at the all-way stop controlled intersection of Skyview Road with John Drive West.

Traffic Volumes

For the January 2021 analysis, the traffic volume and speed data that was used was previous collected in October 2020 in the segment of Skyview Road west of the eastern terminus of John Drive. While the count data may not have represented a 'typical' day due to Covid-19, the data provide a suitable baseline on which to determine conduct the analysis. The count data was collected over a two-day period and recorded a peak daily volume of 705 vehicles. New traffic counts were conducted in late May 2022 to determine if volumes have significantly increased. The May 2022 data recorded daily volumes between 715 and 750 vehicles per day. So traffic volumes increased a small amount, but not significantly.

Traffic Speeds

The 2020 speed data indicated the 85th percentile speed was 40 miles per hour (15 over the speed limit) and the average speed was 33 miles per hour. The May 2022 data recorded the 85th percentile speed at 39 miles per hour with the average speed was 34 miles per hour. The "10 MPH Pace Speed" or the 10 mile per hour range that encompasses most traffic on the street was 31 to 40 miles per hour. That accounted for about 61% to 64% of all traffic on Skyview Road. About 11% to 13% of the traffic travels above the pace speed. Less than 15% travel at or below the posted 25 MPH speed limit.

While traffic speeds have not increased in the last several years, the data also indicates that traffic speeds have not changed over the last several years and that the lane striping to create 10-foot-wide travel lanes on Skyview Road that was added in the Spring of 2021 did not reduce traffic speeds.

Collisions

In 2021, traffic collision data was reviewed for Skyview Road for the 5-year period of 2016 through 2021. Over that time there were two collisions with one occurring at the Avenue Juan Bautista intersection and one near Peralta Place. Since that time there have been no new documented collisions with only the hit and run collision with a parked car near the Peralta intersection within the 5 years of 2017 through 2021.

Summaries of the collision, volume, and speed data are included in **Attachment B and C**.

Speed Hump Application January 2021

The January 2021 presentation to the TSC was based on a request by residents to install speed humps on Skyview Road. An analysis was conducted using the procedures listed in the City's Policy and Procedure for Speed Hump Installation Guidelines While the overall score for Skyview Road was high, nearly the entire total score was due to the higher vehicle speeds and not any of the other factors. In addition, a field measurement of the segment of Skyview Road between Sharon Way and John Drive East was measured to have a vertical grade of just over 5%, the maximum grade where speed humps would be allowed. In addition, while there are

streetlights at the intersections along Skyview Road, there are not lights along the rest of the street.

Because of the grade of the street and lack of lighting along with the fact that the section of Skyview Road being studied did not score well based on any design or operational factors outside of vehicle speed, it was not recommended that speed humps be installed at that time. Instead, other options for reducing vehicle speeds were considered and it was decided that installing lane edge lines would be tried as a first measure to try and reduce traffic speeds.

The follow-up survey data has shown that the edge line addition was not effective in lowering vehicle travel speeds along Skyview Road. As result, alternative traffic calming measures other than speed humps were identified as options to try and reduce 1) traffic speeds to a rate closer to the posted 25 MPH speed limit and 2) the observed issue of failing to stop at intersections and passing through non-stopped intersection approaches at a speed faster than the posted limit.

Based on the physical environment of Skyview Road, the following constraints on traffic calming measures must be considered:

- a. The lack of mid-block lighting would limit measures to those at intersections where lighting is present.
- b. Since intersection speed and stop compliance are issues measures should be more oriented towards intersections versus midblock locations.
- c. The vertical grade of the street should limit measures that involve vehicle diversions (vertical or lateral) except where flatter grades exist.
- d. Measures should be spaced to limit drivers abruptly slowing and then increasing speed between locations resulting in higher midblock speeds than existing.

To test the effectiveness of any physical traffic calming measure before it would be permanently installed, a temporary or demonstration installation of the proposed measure should be considered. To address the issues and considerations listed above, city staff has identified several alternative measures including the following:

- Conduct an Engineering & Traffic Survey, change the posted speed limit and increase speed enforcement.
- Install mini roundabouts at the intersections on Skyview Road between Avenue Juan Bautista and Peralta Place.
- Realign the T-intersections of Skyview Road with John Drive East, Sharron Way, and John Drive West

Increase Enforcement With Engineering and Traffic Survey (E&TS)

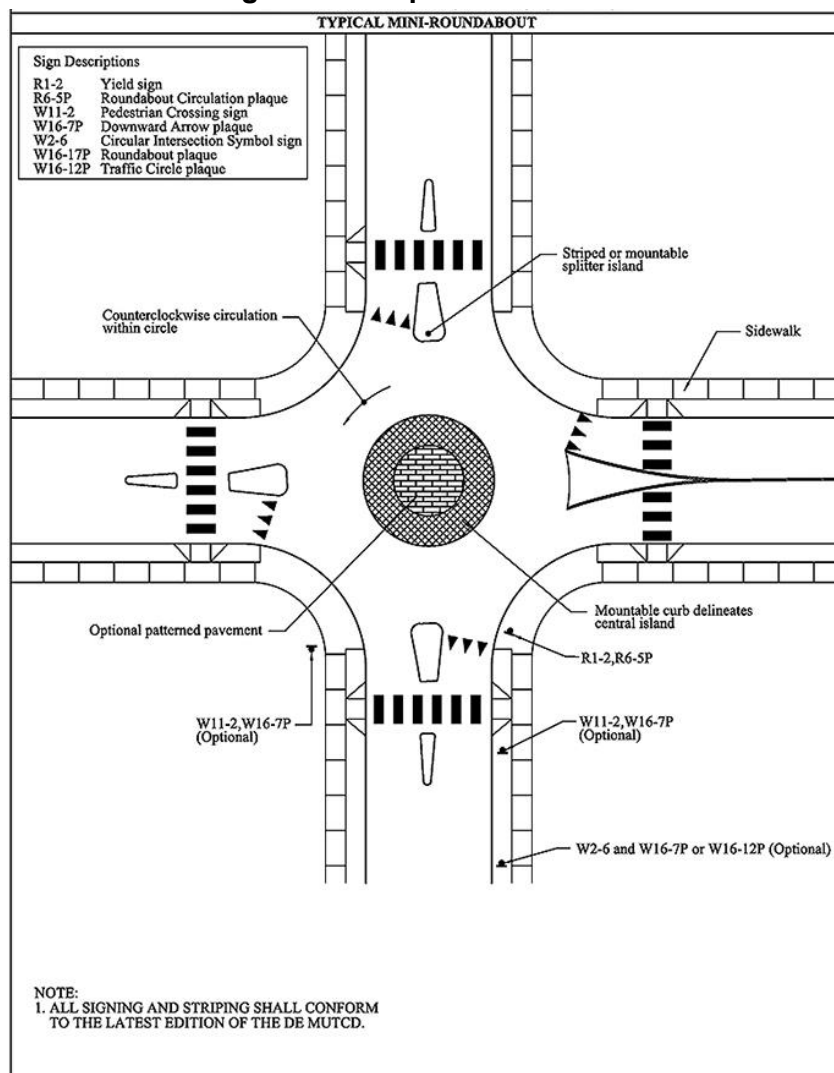
While enforcement of the posted speed limit can be effective, the relatively low traffic volume would make it difficult for deputies to catch drivers travelling at excessive speeds. Skyview Road does not have an Engineering & Traffic Survey (E&TS), so the use of radar enforcement, while possible, may have limited effectiveness if challenged. Conducting an E&TS would allow the use of radar enforcement to be used effectively but would result in the requirement to post a higher speed limit. Based on the speed data collected for this analysis an E&TS would result in a posted speed limit of 35 miles per hour. Positioning a deputy near the all-way stop intersection may catch drivers not stopping at the intersection. But again, based on the volume of traffic the likelihood of catching a driver violating the stop signs may be limited. A periodic presence by the Sheriff's Department though is still recommended as a general deterrent.

Mini Roundabout

Mini roundabouts were previously discussed with the TSC as a measure being used in several local cities for slowing traffic in residential areas. Mini roundabouts were also an approved traffic calming measure in the future Appaloosa Springs residential development to be located along Clay Street.

Mini roundabouts can be constructed in various sizes and depending on the street width and mix of traffic can be as small as 14 feet in diameter up to about 42 feet in diameter. A sample design of a typical mini roundabout is illustrated in **Figure 2**. The intent of the mini roundabout is to divert traffic from a straight path of travel causing drivers to slow down when passing by them. In addition, the traffic pattern at a mini roundabout is limited to one way clockwise with left-turning vehicles being required to go around the center island rather than to the turn short of the island.

Figure 2: Sample Mini Roundabout

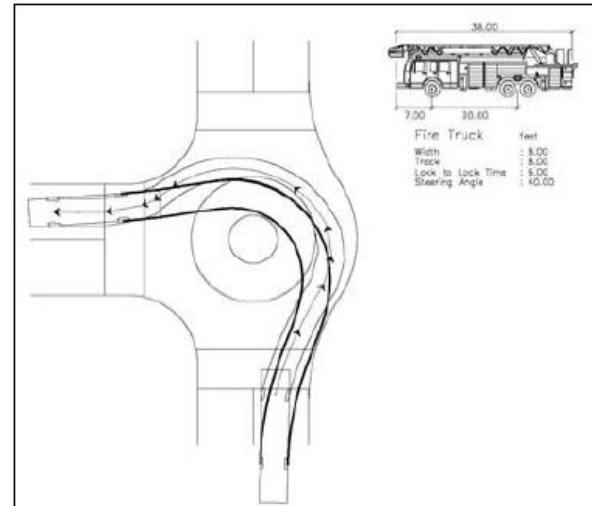


This alternative would install three temporary mini roundabouts at the intersections of Skyview Road with John Drive East, Sharron Way, and John Drive West.

Mini roundabouts should be designed with both a higher inner curb and a mountable apron. The inner curb prevents vehicles from driving over the circle. The apron is a shallow sloped curb extending out from the bottom of a vertical curb; the apron has a low lip at its pavement-side edge. This apron effectively reduces the diameter of the center island for large vehicles, facilitating easier turns. The lip at the apron's edge discourages vehicles from using it unnecessarily.

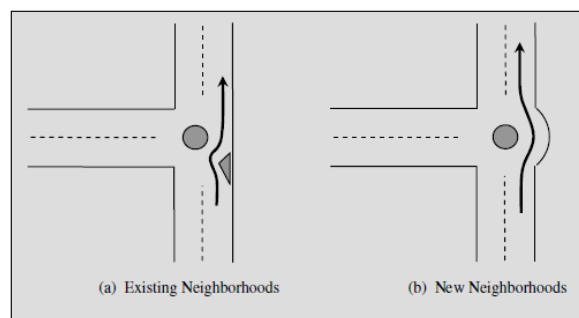
Temporary roundabouts will be implemented with a mix of vertical delineators, temporary signs, and reflective raised pavement markers. The materials will be easily removable when the test period is completed or if adjustments to the layout need to be made during the test period. Temporary circles would be also designed using standard sample dimensions and would be field adjusted to create a bespoke installation for each location.

All vehicles should circulate around the center island on left-turns. However, an exception can be made for large vehicles (i.e., trucks and buses) in some cases if geometric constraints require it. If an intersection has a high proportion of truck and/or bus traffic, alternative treatments may provide similar results without the impact to trucks or buses. All permanent traffic circles would be designed using appropriate turning templates to identify whether emergency response vehicles and buses can turn left around the circle.



Mini Roundabouts at T-Intersections

Mini roundabouts should have deflection on all approaches if implemented at a T-intersection. This can be implemented in both existing neighborhoods in retrofit situations and in new neighborhoods. First, an island can be placed at the right side of the un-deflected approach to the roundabout to artificially introduce deflection, as shown below. In new neighborhoods the street curbs can be modified to allow the center island to be located at the center of the intersection.

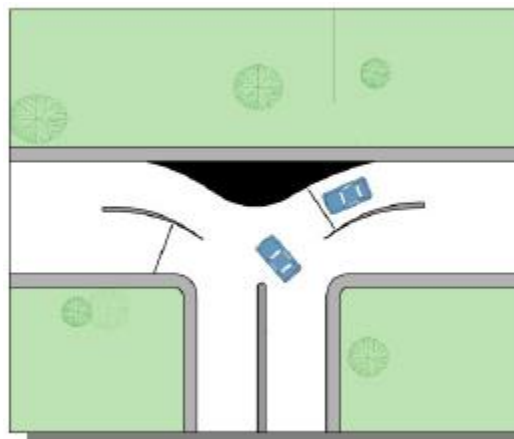


Re-Aligned T Intersection

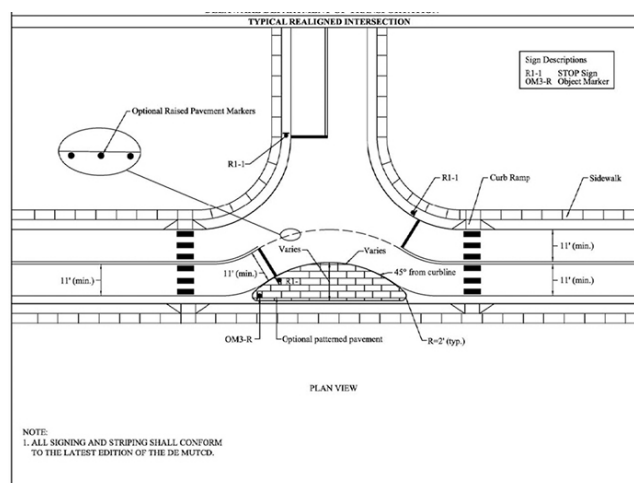
Realigned T-intersections modify the existing alignment, forcing the once straight through movement to follow a slower, curvilinear travel route. A bulbout is constructed on the major road in the intersection. Medians can also be installed on the major approach legs to guide the traffic through the intersection.

To further slow traffic on the through street, stop signs can be installed if not already present. Stop signs warrants should be met before new stop signs are installed unless safety considerations are being introduced that would make their application desirable.

An issue with realigned intersections is if there are driveways located in or adjacent to the bulbout area being created. There needs to be suitable area for residents to pull into and back out of driveways adjacent to any bulbouts.



Temporary bulbouts, like mini roundabouts, will be implemented with a mix of vertical delineators, temporary signs, and reflective raised pavement markers. The materials will be easily removable when the test period is completed or if adjustments to the layout need to be made during the test period. Temporary realignments would be also designed using standard sample dimensions and would be field adjusted to create a bespoke installation for each location.



One issue with implementing traffic calming measures at only the intersections versus the mid-block segments is whether drivers will speed up between intersections. The intersections of Sharon Way and John Drive West are close so that drivers would not be able to gain speed between them. However, Between the Sharon Way and John Drive East intersections is about 825 feet or 1/6 of a mile. It is expected that some speed gains will be observed, and follow-up surveys will identify the level to which that occurs. If the intersection measures prove to be effective and are implemented in a permanent form, similar concept mid-block measures can be investigated.

Alternatives

1. Make no changes to the current traffic controls along Skyview Road.
2. Increase police enforcement for failure to stop and excessive speed.
3. Conduct an Engineering & Traffic Survey, change the posted speed limit and increase speed enforcement.
4. Install mini roundabouts at the intersections on Skyview Road between Avenue Juan Bautista and Peralta Place.
5. Realign the T-intersections of Skyview Road with John Drive East, Sharron Way, and John Drive West
6. Traffic Safety Committee provide staff with alternative direction.

Recommendation

Staff recommends:

- A. The installation of three temporary intersection realignment layouts at the intersections of Skyview Road with John Street (east), John Street (west), and Sharon Way;
- B. Traffic speeds and be monitored over a four-month period to document any change in traffic speeds on Skyview Road and any collisions between the vehicles and the temporary traffic control signs and delineation, and;
- C. Return with a follow-up report on the effectiveness of the temporary traffic control and determine if it should be made permanent and if so, in what configuration.

In addition, the City will request additional periodic enforcement for both traffic speeds and stop sign compliance along Skyview Road.

Fiscal Impact

The costs for the proposed temporary traffic control striping and delineation are projected to be approximately \$6,000. This includes temporary striping, signage, and tubular delineators.

Permanent installation of the realigned intersections would depend on the final type of design used. Raised islands along with completed curbing where adjacent segments are not currently present and permanent signing and striping are projected to be approximately \$45,000 to \$50,000. Maintaining a design similar to the temporary with striping and glue down delineators would be approximately \$7,000 to \$10,000. Both options would need to go through engineering design analysis to ensure that appropriate tapers and transitions are being used.

Funding for such a project would need to be developed through an unencumbered capital funding source.

Attachments

- A: Site Photos
- B: Traffic Volumes and Speeds
- C: Collision Data
- D: Concept Temporary Realigned T-Intersection Design

ATTACHMENT A: SITE PHOTOS



Skyview Road Looking West Towards Sharon Way and John Drive West Intersections



Skyview Road Looking East Towards Sharon Way and John Drive West Intersections

ATTACHMENT A (Continued): SITE PHOTOS



Skyview Road Looking East Towards Sharon Way West Intersection



Skyview Road Looking West From East of John Drive East

ATTACHMENT A (Continued): SITE PHOTOS



Skyview Road Looking East Towards John Drive East Intersections



Skyview Road Looking East Towards John Drive East Intersections

ATTACHMENT B: TRAFFIC VOLUMES AND SPEEDS

(6 Pages)

Counts Unlimited, Inc.

City of Jurupa Valley
Skyview Road
E/ Sharon Way
24 Hour Directional Speed Survey

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

JVY003
Site Code: 211-22526A

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total
05/24/22	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
05:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
06:00	1	0	0	1	0	3	1	0	0	0	0	0	0	0	6
07:00	1	1	0	4	5	4	4	0	0	0	0	0	0	0	19
08:00	0	0	2	2	8	10	3	3	0	0	0	0	0	0	28
09:00	0	0	1	0	7	3	1	1	0	0	0	0	0	0	13
10:00	0	0	2	6	8	5	0	2	0	0	0	0	0	0	23
11:00	0	0	2	0	8	4	3	2	1	0	0	0	0	0	20
12 PM	0	1	1	3	1	15	1	0	0	0	0	0	0	0	22
13:00	1	0	0	3	9	3	0	0	0	0	0	0	0	0	16
14:00	0	0	0	1	13	9	4	1	0	0	0	0	0	0	28
15:00	0	0	1	6	12	13	6	1	0	0	0	0	0	0	39
16:00	0	0	0	2	10	12	6	1	0	0	0	0	0	0	31
17:00	1	0	0	3	13	4	4	0	0	0	0	0	0	0	25
18:00	0	1	1	2	10	4	5	0	0	0	0	0	0	0	23
19:00	0	1	0	5	6	9	1	0	1	0	0	0	0	0	23
20:00	0	0	0	4	6	12	3	0	0	0	0	0	0	0	25
21:00	0	0	0	4	4	6	3	0	0	0	0	0	0	0	17
22:00	0	0	1	1	7	1	0	0	0	1	0	0	0	0	11
23:00	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5
Total	4	4	12	48	134	122	49	13	2	1	0	0	0	0	389

Daily
15th Percentile : 29 MPH
50th Percentile : 34 MPH
85th Percentile : 40 MPH
95th Percentile : 44 MPH

Statistics
Mean Speed(Average) : 35 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 256
Percent in Pace : 65.8%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.3%

Counts Unlimited, Inc.

City of Jurupa Valley
Skyview Road
E/ Sharon Way
24 Hour Directional Speed Survey
Eastbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

JVY003
Site Code: 211-22526A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total
05/25/22	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
01:00	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
05:00	0	0	0	1	0	3	0	1	0	0	0	0	0	0	5
06:00	0	0	0	2	2	3	1	0	1	0	0	0	0	0	9
07:00	0	0	0	3	6	5	2	1	0	0	0	0	0	0	17
08:00	0	1	0	3	16	10	5	1	0	0	0	0	0	0	36
09:00	0	0	0	2	8	3	1	0	0	0	0	0	0	0	14
10:00	0	0	0	3	7	5	2	0	0	0	0	0	0	0	17
11:00	0	0	3	6	6	5	1	1	0	0	0	0	0	0	22
12 PM	0	0	1	2	6	6	3	1	0	0	0	0	0	0	19
13:00	0	0	0	5	12	7	2	1	0	0	0	0	0	0	27
14:00	0	1	1	2	8	12	2	2	0	0	0	0	0	0	28
15:00	0	0	0	2	4	10	4	0	0	0	0	0	0	0	20
16:00	0	0	1	5	6	14	7	1	0	0	0	0	0	0	34
17:00	0	0	3	2	8	8	6	2	0	0	0	0	0	0	29
18:00	0	1	0	0	9	7	1	3	0	0	0	0	0	0	21
19:00	0	0	2	5	9	6	2	0	0	0	0	0	0	0	24
20:00	0	0	0	5	6	4	0	0	1	0	0	1	0	0	17
21:00	0	0	0	3	6	4	1	0	0	0	0	0	0	0	14
22:00	0	1	0	2	4	0	1	0	0	0	0	0	0	0	8
23:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
Total	0	4	12	54	130	120	43	16	2	0	0	1	0	0	382

Daily

15th Percentile : 28 MPH
50th Percentile : 34 MPH
85th Percentile : 40 MPH
95th Percentile : 44 MPH

Statistics

Mean Speed(Average) : 35 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 250
Percent in Pace : 65.4%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.3%

Counts Unlimited, Inc.

City of Jurupa Valley
Skyview Road
E/ Sharon Way
24 Hour Directional Speed Survey
Westbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

JVY003
Site Code: 211-22526A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total
05/24/22	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
06:00	0	1	1	9	6	1	2	0	0	0	0	0	0	0	20
07:00	0	0	0	4	8	9	2	0	0	0	0	0	0	0	23
08:00	0	0	3	10	7	9	0	0	1	0	0	0	0	0	30
09:00	0	0	0	3	10	2	0	0	0	0	0	0	0	0	15
10:00	0	1	2	4	3	1	0	0	0	0	0	0	0	0	11
11:00	1	0	1	2	13	2	0	0	0	0	0	0	0	0	19
12 PM	0	1	0	2	7	5	0	0	0	0	0	0	0	0	15
13:00	0	0	0	2	6	5	1	0	0	0	0	0	0	0	14
14:00	0	0	2	9	11	7	3	0	0	0	0	0	0	0	32
15:00	0	0	2	5	11	6	2	1	0	0	0	0	0	0	27
16:00	0	0	1	7	8	7	2	0	0	0	0	0	0	0	25
17:00	0	0	1	5	10	8	2	0	0	0	0	0	0	0	26
18:00	0	1	1	6	9	7	0	0	0	0	0	0	0	0	24
19:00	0	0	0	2	11	5	1	0	0	0	0	0	0	0	19
20:00	0	1	1	6	7	2	2	0	0	0	0	0	0	0	19
21:00	0	0	2	3	4	3	0	1	0	0	0	0	0	0	13
22:00	0	0	0	4	1	2	0	0	0	0	0	0	0	0	7
23:00	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8
Total	1	5	19	89	139	85	18	2	1	0	0	0	0	0	359

Daily

15th Percentile : 26 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

Statistics

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 228
Percent in Pace : 63.5%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

Counts Unlimited, Inc.

City of Jurupa Valley
Skyview Road
E/ Sharon Way
24 Hour Directional Speed Survey
Westbound

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email: counts@countsunlimited.com

JVY003
Site Code: 211-22526A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total
05/25/22	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
06:00	0	0	2	2	5	4	0	1	0	0	0	0	0	0	14
07:00	0	0	1	6	5	3	2	2	0	0	0	0	0	0	19
08:00	0	0	2	7	8	10	1	0	0	0	0	0	0	0	28
09:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
10:00	0	0	2	6	10	4	0	0	0	0	0	0	0	0	22
11:00	1	0	1	4	4	4	1	0	0	0	0	0	0	0	15
12 PM	0	2	3	10	8	5	0	0	0	0	0	0	0	0	28
13:00	0	0	0	7	11	4	2	0	0	0	0	0	0	0	24
14:00	0	1	2	3	6	7	4	0	0	1	0	0	0	0	24
15:00	0	0	1	3	9	5	4	1	0	0	0	0	0	0	23
16:00	0	1	1	3	7	4	1	0	0	0	0	0	0	0	17
17:00	0	2	3	4	7	2	1	1	0	0	1	0	0	0	21
18:00	0	0	0	3	10	3	1	0	0	0	0	0	0	0	17
19:00	0	0	2	4	6	4	1	0	0	0	0	0	0	0	17
20:00	2	0	2	3	4	3	2	0	0	0	0	0	0	0	16
21:00	0	0	1	7	5	3	0	1	0	0	0	0	0	0	17
22:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
23:00	0	0	3	1	1	0	1	0	0	1	0	0	0	0	7
Total	3	6	27	79	115	70	24	6	0	2	1	0	0	0	333

Daily

15th Percentile : 25 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 43 MPH

Statistics

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 194
Percent in Pace : 58.3%
Number of Vehicles > 55 MPH : 3
Percent of Vehicles > 55 MPH : 0.9%

Counts Unlimited, Inc.

City of Jurupa Valley
Skyview Road
E/ Sharon Way
24 Hour Directional Speed Survey
Eastbound, Westbound

PO Box 1178
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email: counts@countsunlimited.com

JVY003
Site Code: 211-22526A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total
05/24/22	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
01:00	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
04:00	0	0	1	1	2	0	3	0	0	0	0	0	0	0	7
05:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
06:00	1	1	1	10	6	4	3	0	0	0	0	0	0	0	26
07:00	1	1	0	8	13	13	6	0	0	0	0	0	0	0	42
08:00	0	0	5	12	15	19	3	3	1	0	0	0	0	0	58
09:00	0	0	1	3	17	5	1	1	0	0	0	0	0	0	28
10:00	0	1	4	10	11	6	0	2	0	0	0	0	0	0	34
11:00	1	0	3	2	21	6	3	2	1	0	0	0	0	0	39
12 PM	0	2	1	5	8	20	1	0	0	0	0	0	0	0	37
13:00	1	0	0	5	15	8	1	0	0	0	0	0	0	0	30
14:00	0	0	2	10	24	16	7	1	0	0	0	0	0	0	60
15:00	0	0	3	11	23	19	8	2	0	0	0	0	0	0	66
16:00	0	0	1	9	18	19	8	1	0	0	0	0	0	0	56
17:00	1	0	1	8	23	12	6	0	0	0	0	0	0	0	51
18:00	0	2	2	8	19	11	5	0	0	0	0	0	0	0	47
19:00	0	1	0	7	17	14	2	0	1	0	0	0	0	0	42
20:00	0	1	1	10	13	14	5	0	0	0	0	0	0	0	44
21:00	0	0	2	7	8	9	3	1	0	0	0	0	0	0	30
22:00	0	0	1	5	8	3	0	0	0	1	0	0	0	0	18
23:00	0	0	1	3	5	2	1	1	0	0	0	0	0	0	13
Total	5	9	31	137	273	207	67	15	3	1	0	0	0	0	748

Daily

15th Percentile : 27 MPH
50th Percentile : 33 MPH
85th Percentile : 39 MPH
95th Percentile : 43 MPH

Statistics

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 480
Percent in Pace : 64.2%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.1%

Counts Unlimited, Inc.

City of Jurupa Valley
Skyview Road
E/ Sharon Way
24 Hour Directional Speed Survey
Eastbound, Westbound

PO Box 1178
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email: counts@countsunlimited.com

JVY003
Site Code: 211-22526A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total
05/25/22	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7
01:00	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4
02:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	1	1	1	1	1	1	0	0	0	0	0	0	6
05:00	0	0	0	2	1	4	1	1	0	0	0	0	0	0	9
06:00	0	0	2	4	7	7	1	1	1	0	0	0	0	0	23
07:00	0	0	1	9	11	8	4	3	0	0	0	0	0	0	36
08:00	0	1	2	10	24	20	6	1	0	0	0	0	0	0	64
09:00	0	0	0	4	9	4	2	0	0	0	0	0	0	0	19
10:00	0	0	2	9	17	9	2	0	0	0	0	0	0	0	39
11:00	1	0	4	10	10	9	2	1	0	0	0	0	0	0	37
12 PM	0	2	4	12	14	11	3	1	0	0	0	0	0	0	47
13:00	0	0	0	12	23	11	4	1	0	0	0	0	0	0	51
14:00	0	2	3	5	14	19	6	2	0	1	0	0	0	0	52
15:00	0	0	1	5	13	15	8	1	0	0	0	0	0	0	43
16:00	0	1	2	8	13	18	8	1	0	0	0	0	0	0	51
17:00	0	2	6	6	15	10	7	3	0	0	1	0	0	0	50
18:00	0	1	0	3	19	10	2	3	0	0	0	0	0	0	38
19:00	0	0	4	9	15	10	3	0	0	0	0	0	0	0	41
20:00	2	0	2	8	10	7	2	0	1	0	0	1	0	0	33
21:00	0	0	1	10	11	7	1	1	0	0	0	0	0	0	31
22:00	0	1	0	3	7	2	2	0	0	0	0	0	0	0	15
23:00	0	0	3	2	4	3	1	0	0	1	0	0	0	0	14
Total	3	10	39	133	245	190	67	22	2	2	1	1	0	0	715

Daily

15th Percentile : 27 MPH
50th Percentile : 33 MPH
85th Percentile : 39 MPH
95th Percentile : 44 MPH

Statistics

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 435
Percent in Pace : 60.8%
Number of Vehicles > 55 MPH : 4
Percent of Vehicles > 55 MPH : 0.6%

ATTACHMENT C: COLLISION DATA

City of Jurupa Valley

Collision Summary Report

7/19/22

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

Total Collisions: 1

Injury Collisions: 0

Fatal Collisions: 0

SKYVIEW RD from PERALTA PL to AVENUE JUAN BAUTISTA

Page 1 of 1

JV190680090	3/9/2019	16:11	Saturday	Other Motor Vehicle	Driving Under Influence	23152A	423'	Direction: East	Daylight	Clear	Pty at Fault:1
Party 1 Driver	East	Proceeding Straight	Male	Age: 35	2000 LEXUS	ES300	Passenger Car, Station Wagon, Jeep	Hit & Run: Misde	Property Damage Only	No Injury	# Inj: 0
Veh Type:		Sobriety: HBD Under Influence	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use				# Killed: 0
Party 2 Driver	East	Parked	Male	Age: 36	2016 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep				
Veh Type:		Sobriety: HINBD	Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use				

Segment Length: 0.44 miles (2,342')

Collisions per mile: 2.25

Settings for Query:

Start Date: 1/1/2017, End Date: 12/31/2021 (on PD Data)

Segment: SKYVIEW RD between PERALTA PL and AVENUE JUAN BAUTISTA

Include Intersection Related at Limit 1 (PERALTA PL): False

Include Intersection Related at Limit 2 (AVENUE JUAN BAUTISTA): False

Include Intersection Related at Intermediate Intersections: True

City: Jurupa Valley

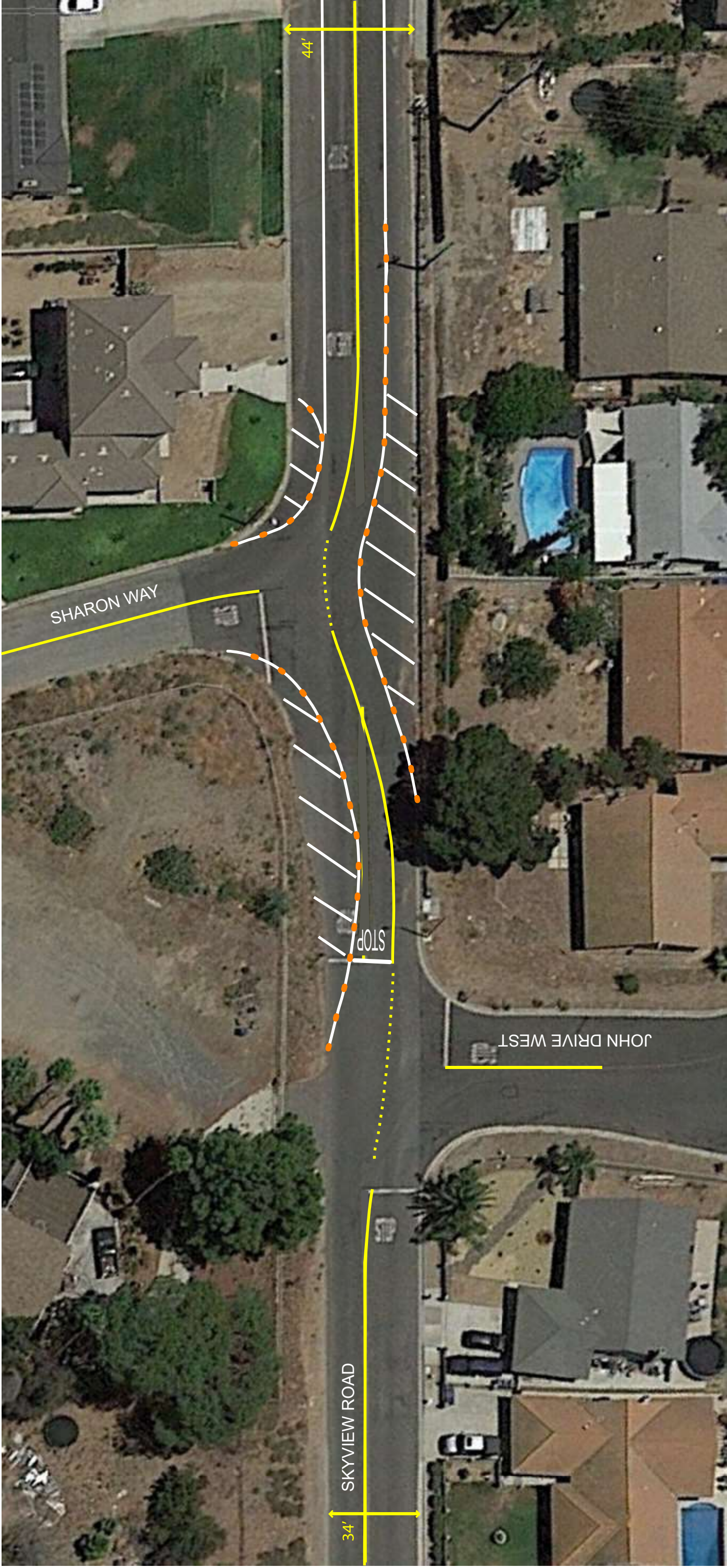
Sorted By: Date and Time

ATTACHMENT D: CONCEPT TEMPORARY REALIGNED T-INTERSECTION DESIGN

(4 pages)



Existing Lane Striping



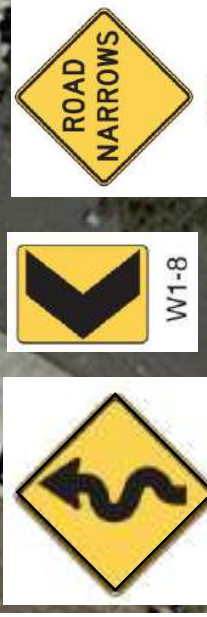
Warning signs to be placed
in advance of lane shift.

● - Tubular Delineator

Proposed T-Intersection Realignment



Existing Lane Striping



W5-1

W1-5
W13-1P

Warning signs to be placed
in advance of lane shift.

● - Tubular Delineator

Proposed T-Intersection Realignment

City of Jurupa Valley

Information related to Agenda Item #10

STAFF REPORT

DATE: JULY 7, 2022

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER
BY: PAUL TOOR, PUBLIC WORKS DIRECTOR/CITY ENGINEER

SUBJECT: AGENDA ITEM NO. 17.C

INTRODUCTION OF A CITY ORDINANCE, ADDING SECTION 2.37 OF THE JURUPA VALLEY MUNICIPAL CODE **ESTABLISHING THE PUBLIC WORKS ADVISORY COMMITTEE**; AND ADOPTING A CITY RESOLUTION CONFIRMING A STIPEND FOR MEMBERS OF THE PUBLIC WORKS ADVISORY COMMITTEE PURSUANT TO SECTION 2.37.080 OF THE JURUPA VALLEY MUNICIPAL CODE; AND ADOPTING A CITY **RESOLUTION ABOLISHING THE TRAFFIC SAFETY COMMITTEE**

RECOMMENDATION

1. That the City Council conduct a first reading and introduce Ordinance No. 2022-13, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, ADDING SECTION 2.37 TO THE JURUPA VALLEY MUNICIPAL CODE ESTABLISHING THE PUBLIC WORKS ADVISORY COMMITTEE

- 2 That the City Council adopt Resolution No. 2022-73, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CONFIRMING A STIPEND FOR MEMBERS OF THE PUBLIC WORKS ADVISORY COMMITTEE

3. That the City Council adopt Resolution No. 2022-74, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, ABOLISHING THE JURUPA VALLEY TRAFFIC SAFETY COMMITTEE

BACKGROUND

The City's Traffic Safety Committee was established in January 2015 with the adoption of Resolution No. 2015-03. The Traffic Safety Committee serves the Council in an advisory capacity. The Traffic Safety Committee meets monthly or on as needed basis to review and discuss complaints from the public and make traffic safety related recommendations.

Established duties of the Traffic Safety Committee are limited to addressing complaints related to traffic and road safety. The Public Works Department has received complaints about trees, sidewalks, street sweeping, infrastructure, and other Public Works items, which fall outside the scope of the Traffic Safety Committee. A Public Works Advisory Committee would expand the role and responsibilities of the Traffic Safety Committee to address such items.

At the April 21, 2022, City Council meeting, Staff provided a report seeking direction to restructure the City's Traffic Safety Committee to a Public Works Advisory Committee. The City Council concurred with Staff's recommendation and directed Staff to move forward to create the Public Works Advisory Committee.

ANALYSIS

The proposed Ordinance No. 2022-13 establishes the Public Works Advisory Committee ("Committee") and its duties and responsibilities. Ordinance No. 2022-13 is intended to reflect the proposed structure that was presented at the April 21, 2022, City Council meeting.

The Committee will consist of five (5) members appointed by the City Council. Each Committee member nomination requires confirmation by a majority vote of the entire City Council. Members of the Committee shall serve at the pleasure of the City Council. The Committee will meet quarterly and may conduct special meetings as needed. Once the Committee is created, the Committee will adopt a resolution, which will set the time and place for its regular meetings.

Term

- The Public Works Committee members' term length shall be for four (4) years or until their successors are appointed and sworn in, whichever is later.
- In December of each year, the City Council shall reconfirm the appointment of each member of the Committee.

Duties

The Committee shall act as an advisory body to the City Council on matters relating to public works, listed as follows:

- Advise the City Council regarding Public Works programs, including but not limited to, roads, storm drains, parkways, planted medians, traffic control devices, traffic signal maintenance, and other public infrastructure obligations of the City; and
- Assist staff to develop, review, and recommend a tree planting/maintenance policy; and
- Assist staff in reviewing refuse rates and recycling programs; and
- Recommend and prioritize to the City Council all Public Works capital improvement projects or any other significant project as selected by Staff or the Committee from a list of capital improvement projects for inclusion in an upcoming Capital Improvement Program; and
- Review and recommend clean energy, energy conservation, and environmental sustainability programs reducing greenhouse gas emissions; and
- Receive regular updates of the active Capital Improvement Projects; and
- Provide assistance in developing programs and/or recommendations to the City Council regarding the most efficient and cost effective methods of providing for Public Works needs and requirements of the City.

Qualifications

- Members of the Committee shall be residents of Jurupa Valley, and shall not be officers or employees of the City.
- No member of the Committee shall be a member of another City commission or committee at any one time.

Consistent with the existing Traffic Safety Committee stipend, Resolution No. 2022-74 establishes that Committee members receive a \$50.00 stipend per each meeting attended.

Resolution No. 2022-73 recognizes that with the adoption of Ordinance No. 2022-13, the City's Traffic Safety Committee is abolished and the Public Works Advisory Committee is established.

Upon adoption of Ordinance No. 2022-13 and accompanying Resolution Nos. 2022-73 and 2022-74, Staff will solicit applications for the Committee and bring them back to the City Council for consideration.

FINANCIAL IMPACT

The City will pay \$50.00 to each Public Works Committee member per meeting attended. Depending upon the number of special meetings, the total expenditure is anticipated to be between \$2,500 and \$3,000 annually.

ALTERNATIVES


1. Elect not to move forward with the recommended action.
2. Provide alternate direction to Staff

***** SIGNATURES ON FOLLOWING PAGE *****

Prepared by:


Andrea Mejia
Senior Management Analyst

Reviewed by:


Paul Toor
Public Works Director/City Engineer

Reviewed by:


Connie Cardenas
Administrative Services Director

Reviewed by:


Michael Flad
Assistant City Manager

Approved as to form:


Peter M. Thorson
City Attorney

Submitted by:


Rod B. Butler
City Manager

Attachments:

1. Resolution No. 2015-03
2. Ordinance No. 2022-13
3. Resolution No. 2022-73
4. Resolution No. 2022-74

RESOLUTION NO. 2015-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY ESTABLISHING THE TRAFFIC SAFETY COMMITTEE AND SETTING FORTH PROCEDURAL RULES AND REGULATIONS FOR THE TRAFFIC SAFETY COMMITTEE

WHEREAS, on November 20, 2014, the City Council (the "City Council") of the City of Jurupa Valley (the "City") held a public meeting and provided direction concerning a City Traffic Safety Committee; and

WHEREAS, the City Council of the City of Jurupa Valley is responsible for setting policies and providing overall direction of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY HEREBY RESOLVES AS FOLLOWS REGARDING THE CITY'S TRAFFIC SAFETY COMMITTEE:

SECTION 1. Establishment of Committee.

There is hereby established an advisory committee known as the "Jurupa Valley Traffic Safety Committee."

SECTION 2. Membership and Duration of Committee.

- A. The Traffic Safety Committee shall consist of five (5) members. Three (3) members shall be appointed by the City Manager. Two (2) members shall be appointed by the City Council.
- B. Traffic Safety Committee members shall serve at the pleasure of the appointing authority and a member of the Traffic Safety Committee may be removed from the Committee by his or her appointing authority for any reason, with or without cause.
- C. Each member shall serve a term commencing on appointment and expiring on December 1 of the year in which a general municipal election is held or the appointment and swearing-in of their successors, whichever is later. The City Council will fill vacancies when they occur for appointments made by the City Council for the remainder of the expired term.
- D. Not less than ten (10) days prior to the meeting at which the Council will consider one or more appointments to the Traffic Safety Committee the City Clerk shall post notice of the pending appointments and invite qualified persons to apply for the position or positions. The City Clerk shall post such notice at the locations where the City Council agendas are posted pursuant to City Council resolution and on the City's website. In addition to these posting requirements, the City Clerk shall also comply with the posting requirements for vacancies and terms as provided in Government

Code Sections 54970 to 54974 or their successor sections. The City Manager shall make his appointments following this period.

SECTION 3. Staff Assistance.

The City Manager shall ensure that the appropriate staff members be present for technical and clerical assistance to the Committee.

SECTION 4. Time and Place of Meetings.


The Committee shall convene every other month beginning in February 2015 on the fourth Thursday at the hour of 3:00 pm at 8930 Limonite Avenue. All such meetings shall comply and be conducted under the Brown Act, Sections 54950 through 54961 of the California Government Code.

SECTION 5. Duties of Committee.

The duties of the Committee shall consist of the following:


- A. Act as an advisory body to the City Council on all traffic safety matters relating to:
 - 1. Receiving complaints
 - 2. Making recommendations to improve traffic conditions
 - 3. Reviewing plans for improving parking
 - 4. Activities to educate the public in traffic safety
 - 5. Communicates information to the City Council
- B. Make recommendations concerning initiation and implementation of traffic safety programs defined by the California Vehicle Code.
- C. Act as a body to receive complaints and make recommendations on traffic matters.
- D. The Traffic Safety Committee shall not duplicate the efforts of the Planning Commission concerning review of land use, subdivisions, and other development plans.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 15th day of January, 2015.



Brad Hancock
Mayor

ATTEST:



Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2015-03 was duly passed and adopted at a meeting of the City Council of the City of Jurupa Valley on the 15th day of January by the following vote, to wit:

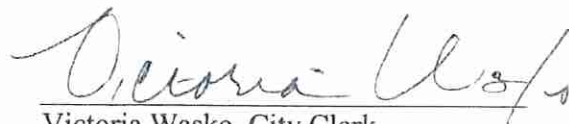
AYES: BERKSON, HANCOCK, JOHNSTON, LAURITZEN, ROUGHTON

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 15th day of January, 2015.



Victoria Wasko, City Clerk
City of Jurupa Valley

ORDINANCE NO. 2022-13

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, ADDING SECTION 2.37 OF THE JURUPA VALLEY MUNICIPAL CODE ESTABLISHING THE PUBLIC WORKS ADVISORY COMMITTEE

THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES ORDAIN AS FOLLOWS:

Section 1. Enactment of Chapter 2.37. Chapter 2.37, Public Works Advisory Committee, is hereby added to Title 2, Administration and Personnel, of the Jurupa Valley Municipal Code to read as follows:

“Chapter 2.37 – PUBLIC WORKS ADVISORY COMMITTEE

Sections:

2.37.010 – Public Works Advisory Committee Established.

2.37.020 – Number of Members; Appointment and Removal.

2.37.030 – Term; Annual Reconfirmation.

2.37.040 – Qualifications.

2.37.050 – Officers.

2.37.060 – Duties.

2.37.070 – Meetings/Quorum.

2.37.080 – Stipend.

2.37.010 – Public Works Advisory Committee Established.

The Public Works Advisory Committee is hereby established.

2.37.020 – Number of Members; Appointment and Removal.

A. The Public Works Advisory Committee shall consist of five (5) members. Members of the Public Works Advisory Committee shall be appointed by the City Council. Each Council Member shall nominate one member of the Public Works Advisory Committee. Each such nomination shall require confirmation by a majority vote of the entire City Council.

1. Not less than ten (10) days prior to the meeting at which the Council will consider one or more appointments to the Public Works Advisory Committee the City Clerk shall post notice of the pending appointments and invite qualified persons to apply for the position or positions.

2. The City Clerk shall post such notice at the locations where the City Council Agendas are posted pursuant to City Council resolution and on the City's website.
 3. In addition to these posting requirements, the City Clerk shall also comply with the posting requirements for vacancies and terms of members of the Public Works Advisory Committee as provided in Sections 54970 through 54974 of the California Government Code or their successor sections.
- B. Members of the Public Works Advisory Committee shall serve at the pleasure of the City Council and a member of the Public Works Advisory Committee may be removed from the Public Works Advisory Committee by a majority vote of the entire City Council for any reason, with or without cause. If a member of the Public Works Advisory Committee is removed from office, then at the time of this vote the member shall be deemed removed from the Public Works Advisory Committee, the member's term and tenure as a member of the Public Works Advisory Committee shall end, and a vacancy shall exist for that position.
- C. If a vacancy should occur on the Public Works Advisory Committee such vacancies shall be filled by appointment of a new member by the City Council for the unexpired portion of the term pursuant to the procedures of subsection A. of this Section.

2.37.030 – Term; Annual Reconfirmation.

- A. The term of each member of the Public Works Advisory Committee shall be for four (4) years or until their successors are appointed and sworn in as members, whichever is later.
- B. Each year the City Council shall reconfirm the appointment of each member of the Public Works Advisory Committee.
1. The reconfirmation shall occur at a regular City Council meeting during the month of December of each year.
 2. Each member of the Public Works Advisory Committee shall be reconfirmed by a majority vote of the entire City Council.
 3. If a member of the Public Works Advisory Committee is not reconfirmed by a majority vote of the entire City Council, then at the time of this vote the member shall be deemed removed from the Public Works Advisory Committee, the member's term and tenure as a member of the Public Works Advisory Committee shall end, and a vacancy shall exist for that position.

2.37.040 – Qualifications.

- A. Members of the Public Works Advisory Committee shall, at all times during their incumbencies, be bona fide residents of the city.
- B. No member of the Public Works Advisory Committee shall be a city employee, nor shall any member of the Public Works Advisory Committee be a member of another city commission or committee at any one time.
- C. No member of the Public Works Advisory Committee shall serve in any capacity on a board, committee, or commission of any public agency or district.

2.37.050 – Officers.

The officers of the Public Works Advisory Committee shall consist of a Chairperson and a Vice-Chairperson who shall be selected by a majority vote of the entire Public Works Advisory Committee. The terms of the Chairperson and Vice-Chairperson shall be from January 1 to December 31 of each year, subject to removal or failure to reconfirm pursuant to this Chapter.

2.37.060 – Duties.

- A. The Public Works Advisory Committee shall act as an advisory body to the City Council on matters relating to public works, including:
 - 1. Advise the City Council regarding Public Works programs, including but not limited to, roads, storm drains, parkways, planted medians, traffic control devices, traffic signals, maintenance of public infrastructure, and other public infrastructure obligations of the City; and
 - 2. Assist staff to develop, review, and recommend a tree planting/maintenance policy; and
 - 3. Assist staff in reviewing refuse rates and recycling programs; and
 - 4. Recommend and prioritize to the City Council all Public Works capital improvement projects or any other significant project as selected by staff or the Committee from a list of capital improvement projects for inclusion in an upcoming Capital Improvement Program; and
 - 5. Review and recommend clean energy, energy conservation, and environmental sustainability programs reducing greenhouse gas emissions; and

6. Receive regular updates of the active Capital Improvement Projects; and
7. Provide assistance in developing programs and/or recommendations to the City Council regarding the most efficient and cost effective methods of providing for Public Works needs and requirements of the City.

B. Additionally, the Public Works Committee:

1. Shall not duplicate the efforts of the Planning Commission concerning review of land use, subdivisions, and other development plans;
2. Unless expressly authorized to do so by the City Council, it shall not represent itself to be, nor in any way act for or on behalf of the City Council, nor shall it commit the officers, employees or staff of the City in any manner or to any course of action but shall act as a study center and clearinghouse for advisory action to the City Council;
3. Shall not encroach upon any area preempted by State or Federal law; and
4. Shall forward all of its findings and recommendations to the City Council.

2.37.070 – Meetings/Quorum.

- A. The Public Works Committee shall meet quarterly and may conduct special meetings on an as needed basis. The Committee shall adopt a resolution setting the time and place of its regular quarterly meetings.
- B. All meetings of the Public Works Advisory Committee shall be conducted in accordance with the provisions of the Ralph M. Brown Act (Gov. Code Section 54950 et seq.).
- C. A quorum of three members of the Public Works Advisory Committee shall be required for the transaction of any business.

2.37.080 – Stipend.

Members of the Public Works Advisory Committee may receive a stipend per meeting in an amount set by resolution of the City Council.”

Section 2. Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining provisions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause or phrase thereof irrespective of the fact that any one or more section, subsection, sentences, clauses or phrases be declared unconstitutional or otherwise invalid.

Section 3. Certification. The City Clerk of the City of Jurupa Valley shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted in the manner required by law.

Section 4. Effective Date. This Ordinance shall take effect on the date provided in Section 36937 of the California Government Code.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 21st day of July, 2022.

Chris Barajas
Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, CMC, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Ordinance No. 2022-13 was duly introduced at a meeting of the City Council of the City of Jurupa Valley on the 7th day of July, 2022, and thereafter at a regular meeting held on the 21st day of July, 2022, it was duly passed and adopted by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 21st day of July, 2022.

Victoria Wasko, City Clerk
City of Jurupa Valley

RESOLUTION NO. 2022-73

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CONFIRMING A STIPEND FOR MEMBERS OF THE PUBLIC WORKS ADVISORY COMMITTEE

THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

A. Chapter 2.37 of the Jurupa Valley Municipal Code establishing the Public Works Advisory Committee.

B. Section 2.37.080 of the Jurupa Valley Municipal Code provides that the City Council may approve a stipend for members of the Public Works Advisory Committee.

Section 2. Each member of the Public Works Advisory Committee shall receive a stipend of fifty dollars (\$50.00) for each meeting he or she attends.

Section 3. Pursuant to opinions of the California Attorney General, the stipend would be paid only for meetings at which substantive matters were on the agenda. If the only item on the agenda was the approval of minutes for a previous meeting, the stipend could not be paid because the minutes are not substantive agenda items and could be approved at the next meeting.

Section 4. This Resolution shall be effective on the date Ordinance No. 2022-13 becomes effective.

Section 5. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 7th day of July, 2022.

Chris Barajas
Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2022-73 was duly passed and adopted at a meeting of the City Council of the City of Jurupa Valley on the 7th day of July, 2022 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, on the 7th day of July, 2022.

Victoria Wasko, City Clerk
City of Jurupa Valley

RESOLUTION NO. 2022-74

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, ABOLISHING THE JURUPA VALLEY TRAFFIC SAFETY COMMITTEE

THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

A. Ordinance No. 2022-13 adopted Chapter 2.37 of the Jurupa Valley Municipal Code establishing the Public Works Advisory Committee.

B. The City Council established the Jurupa Valley Traffic Safety Committee by the adoption of Resolution No. 2015-03, as amended by Resolution Nos. 2015-56, 2017-09 and 2019-09.

C. The duties of the Public Works Advisory Committee will supersede the duties of the Jurupa Valley Traffic Safety Committee.

Section 2. The Jurupa Valley Traffic Safety Committee established by Resolution No. 2015-03, as amended by Resolution Nos. 2015-56, 2017-09 and 2019-09, is hereby abolished and of no further force and effect.

Section 3. This Resolution shall be effective on the date Ordinance No. 2022-13 becomes effective.

Section 4. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 7th day of July, 2022.

Chris Barajas
Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2022-74 was duly passed and adopted at a meeting of the City Council of the City of Jurupa Valley on the 7th day of July, 2022 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, on the 7th day of July, 2022.

Victoria Wasko, City Clerk
City of Jurupa Valley