

City of Jurupa Valley

**Traffic Safety Committee
City of Jurupa Valley City Hall
Council Chambers
October 22, 2020
3:00 P.M
8930 Limonite Ave., Jurupa Valley, CA 92509**

While this meeting is open to the public to attend, in an effort to prevent the spread of COVID-19 (Coronavirus), and in accordance with the Governor's Executive Order N-29-20, you may also watch the Live Stream on line at: <https://www.jurupavalley.org/422/Meeting-Videos>

If you are viewing via the Live Stream and wish to speak under either the Public Comments or on a specific item, please submit your questions or comments via email to staff Committee Secretary at greed@jurupavalley.org. Members of the public are encouraged to submit email comments prior to 2:00 p.m. Thursday 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
- Steve Loriso, Secretary
- Sgt. Robert Torres
- George Wentz
- Robert Galindo
- Mayra Jackson
- Hugo Bustamante- Alternate

2. Pledge of Allegiance

3. Public Appearance/Comments

4. Approval of Agenda

5. Approval of September 24, 2020 Regular Meeting Minutes

NEW BUSINESS ITEMS

6. Request for Traffic Management on Galena Street Between Agate Street and Pyrite Street

7. Request for All-Way Stop Control at Troth Street and 50th Street Intersection

8. December 2020 Committee Special Meeting Date *Cancellation of the November 26th meeting and conduct special meeting on Thursday, December 10th at 3:00 PM*

INFORMATIONAL ITEMS

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

COMMITTEE MEMBER REPORTS AND COMMENTS

10. Emails to the Traffic Safety Committee

11. Adjournment to December 2020 Special Meeting at City Hall – Council Chambers.

LRSP WORKSHOP

1. Local Roadway Safety Plan Kick-Off

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
September 24, 2020

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Traffic Safety Committee was called to order at 3:00 pm. September 24, 2020 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

Members present:

- Carol Crouch Presiding as Chair
- Tim Jonasson for George Wentz, Member
- Robert Galindo, Member
- Steve Loriso, Secretary
- Sgt. Luke Torres, Member
- Hugo Bustamante, Alternate Member

Members absent:

- Jake Orta, Vice Chair
- Myra Jackson, Member

Attendees:

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

Chair Crouch announced Committee Member and Vice Chair Jake Orta had resigned and introduced Sgt. Robert Torres would be replacing Sgt. Luke Torres beginning at the October 22nd meeting.

2. Pledge of Allegiance – Committee Member Hugo Bustamante led the Pledge of Allegiance

3. Public Appearance/Comments - NONE

4. Approval of the Agenda

Secretary Loriso moved and Member Jonnasson for Wentz seconded the motion to approve the September 24, 2020 agenda. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres, Galindo, Bustamante

Noes: None

Abstained: None

Absent: Orta, Jackson

5. Approval of Minutes

Member Galindo moved and Member Bustamante seconded the motion to approve the Special May 30th 2019 Minutes. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres, Galindo, Bustamante

Noes: None

Abstained: None

Absent: Orta, Jackson

Secretary Loriso moved and Member Bustamante seconded the motion to approve the October 24th 2019 Meeting Minutes. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres, Galindo, Bustamante

Noes: None

Abstained: None

Absent: Orta, Jackson

6. INITIATING THE LOCAL ROADWAY SAFETY PLAN PROJECT

Staff member Mr. Rob Olson provided a powerpoint presentation to discuss the Local Roadway Safety Plan Project. Mr. Olson summarized that this program to qualify for state funding through future safety mitigation grants in the City must prepare a data driven systemic safety analysis program through one of various options. Mr. Olson noted a Local Road Safety Plan (LRSP) provides a framework for organizing stakeholder to identify analyze and prioritize roadway safety improvements on local roads and identified the following for discussion with the Committee:

- Establish a Working Group
- Review Collision, Traffic and Roadway Data
- Establish goals, priorities and countermeasures
- Implementation and Assessment of the Plan
- Benefits of a Local Road Safety Plan
- Development of Critical Components

Mr. Olson discussed the process of developing the Local Road Safety Plan with the committee and noted the City had received a grant from Caltrans and will contribute an additional \$8,000 for a project cost of \$80,000. Mr. Olson noted the \$8,000 is currently programmed as part of the City's FY 2021 Capital Improvement Program. No formal action taken on the item. Report to be filed.

7. RECOMMENDATION FOR TRAFFIC SAFETY COMMITTEE MEETING MEET ON A QUARTERLY SCHEDULE. (ITEM TO BE RECOMMENDED TO CC AGENDA)

Staff Member Olson discussed the options for the Committee to meet on a quarterly basis and any recommendations would be forwarded to the Council for amendment to the ordinance. Committee Members agreed to have quarterly meetings and would look for Council adoption.

Chair Crouch moved and Member Galindo seconded the motion to meet on a quarterly basis. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres, Galindo, Bustamante

Noes: None

Abstained: None

Absent: Orta, Jackson

8. INFORMATION ITEMS

Staff Member Mr. Olson provided a summary of current and pending items that will be presented at future TSC meetings.

9. COMMITTEE MEMBER REPORTS AND COMMENTS

None

10. EMAILS TO THE TRAFFIC SAFETY COMMITTEE

None

Adjournment at 4:07 pm to October 22, 2020 at City Hall Council Chambers

Respectfully submitted,

Steve Loriso, City Engineer/Secretary

City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 22, 2020

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 6

**REQUEST FOR TRAFFIC MANAGEMENT PLAN FOR GALENA STREET
BETWEEN AGATE STREET AND PYRITE STREET**

Recommendation

Staff recommends that the Traffic Safety Committee (TSC) evaluate this Staff Report, consider public input, and then provide direction to Staff regarding any additional information that may be needed when this item is brought back to the Committee after the operational analysis is complete and design options have been prepared, then receive and file the report.

Summary / Issue

Resident stated that vehicles regularly travel fast and street racing takes place on Galena Street between Agate Street and Pyrite Street. This section of Galena Street has an offset cross-section due to inconsistent 'half section' widening over time that has resulted in one narrow eastbound or travel lane and a wide lane on the opposite side.

Background

Per the City's Pedestrian and Bicycle Master Plan, this section of Galena Street is intended to have on-street bike lanes.

The street is entirely bordered by residential land uses, but a majority of those do not have direct access to Galena Street.

Galena Street is posted with a 40 mile per hour speed limit. The next Engineering and Traffic Survey (E&TS) is scheduled for Fall 2023. Speed limits are set per the methodology established by the California Vehicle Code (CVC) and Caltrans. Therefore, no administrative speed reduction can just be implemented. In addition, since the posted speed limit is above 25 miles per hour, the street is not eligible for speed humps or other similar traffic calming devices.

The width of Galena Street varies from about 53 feet wide to 75 feet wide. It is marked with two travel lanes along the entire length of this segment. On-street parking is also allowed along most of the length of the street segment.

Traffic counts are being conducted in October 2020. The last daily traffic count conducted in 2018 indicated a 24-hour volume of about 1,600 vehicles per day. It is expected that the daily volume has likely increased to about 1,800 to 2,000 vehicles per day.

A review of the collision history for Galena Street in this area was conducted. Between July 1, 2015 and June 30, 2020 there have been a total of 4 reported collisions in this segment with one occurring in each of 2015, 2016, 2019, and 2020. Three of the four collisions occurred at various intersections along Galena Street and the 2015 collision was a hit and run collision where multiple parked cars were struck. Unsafe speed was cited in the hit and run collision, while unsafe passing, improper backing, and improper turning were cited in the other three collisions. No specific pattern was apparent from the reported collisions. The collision summary is provided in **Attachment A**.

Discussion

The intent of bringing this item to the TSC at this time is for the Committee to obtain comments from the resident and provide Staff with any direction or question the members may have that they would like to see addressed as part of the analysis and design work.

Options Staff will be considering include a revised cross-section design for the segment that would incorporate the provision of the planned on-street bike lanes, delineated parking areas, and pedestrian accommodation as available. Existing on-street parking may be modified to accommodate some design and traffic control options.

Traffic count and speed data are being collected to determine the existing conditions along this segment of Galena Street. Staff does expect that the information may not reflect “normal” daily conditions along the street due to the pandemic situation, but the data will provide a reasonable starting point for the analyses.

Options that will not be available to address the resident’s concerns are the installation of additional stop signs along Galena Street, the reduction of the speed limit without a new E&TS being conducted, or speed humps or other vertical deflection speed reducing devices. Staff will consider other horizontal options that are appropriate for the design and function of Galena Street.

Fiscal Impact

The cost for the analysis and concept design work is paid for through the regular engineering department hourly staff and expense costs. No other costs have been identified at this time.

Figure 1: Galena Street Segment Between Agate Street and Pyrite Street



Attachment A: Galena Street Collision Summary

City of Jurupa Valley

From 7/1/2015 to 6/30/2020

Total Collisions: 4

Injury Collisions: 1

Fatal Collisions: 0

10/5/20

Collision Summary Report

GALENA ST from PYRITE ST to AGATE ST

Page 1 of 2

7188209	12/24/2015	19:45	Thursday	GALENA ST - PYRITE ST	36'	Direction: East	Dark - Street Ligh	Raining	Pty at Fault:1
	Sideswipe		Parked Motor Vehicle	Unsafe Speed	22350	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Proceeding Straight	Not Sta	Age: 1988 CHEVROLET					
Veh Type: Passenger Car		Sobriety: Impairment	Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2 Parked Vehicle	East	Parked	Not Sta	Age: 2006 HONDA					
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 3 Parked Vehicle	East	Parked	Not Sta	Age: 2013 GMC					
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 4 Parked Vehicle	East	Parked	Not Sta	Age: 2009 KIA					
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated	Not Stated		Not Stated		
JV-161070075	4/16/2016	14:13	Saturday	GALENA ST - PRAIRIE VIEW DR	115'	Direction: East	Daylight	Clear	Pty at Fault:1
	Hit Object	Fixed Object		Improper Passing	21755	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Passing Other Vehicle	Male	Age: 21	2003 FORD		FOCUS	Passenger Car, Station Wagon, Jeep	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Not Stated		Cell Phone Not In Use		
JV192800032	10/7/2019	08:44	Monday	GALENA ST - AGATE ST	257'	Direction: SOUTH	Daylight	Clear	Pty at Fault:1
	Sideswipe	Other Motor Vehicle		Unsafe Starting or Backing	22106	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	SOUT	Merging	F	Age: 2019 KIA			SPORTAGE	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	SOUT	Parking Maneuver	F	Age: 1999 FORD			EXPEDITION	Sport Utility Vehicle	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
JV201210166	4/30/2020	17:55	Thursday	GALENA ST - LEO ST	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On	Other Motor Vehicle		Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Driver	EAST	Making Left Turn	M	Age: 2004 FORD			EXPEDITION	Sport Utility Vehicle	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	WEST	Proceeding Straight	M	Age: 1994 CHEVROLET	ASTRO		Mini Van		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 22, 2020

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 7

REQUEST FOR ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF TROTH STREET AND 50TH STREET

Recommendation

Staff recommends that all-way stop sign control be implemented at the intersection of Troth Street and 50th Street due to the physical conditions at the intersections and the number and type of collisions that have occurred at the intersection over the previous five years.

Summary / Issue

A resident requested that the City install all-way stop control at the intersection of Troth Street and 50th Street. The complaint is that there have been multiple collisions at the intersection and that stop signs on all four intersection approaches would eliminate the problem.

Background

The intersection is located in the Mira Loma community in the city between Jurupa Road and Bellegrave Avenue. **Figure 1** illustrates the intersection location. And the area intersection traffic control. The Troth/50th intersection currently has stop sign control on the 50th Street approaches. Stop signs for Troth Street drivers are located at Jurupa Road and Bellegrave Avenue. Stop signs are located along 50th Street at all of the intersections between Etiwanda Avenue to the west and Bain Street to the east.

Both Troth Street and 50th Street are unclassified streets with respect to Engineering & Traffic Survey (E&TS) and therefore both have prima fascia speed limits of 25 miles per hour. Both Troth Street and 50th Street are about 24 feet wide with gravel shoulders and on-street parking allowed.

All-way stop sign control can 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. 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.).
4. Continuation of an established pattern of neighborhood traffic control (e.g., basket-weave pattern of stop sign placement, etc.).
5. 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 of the intersection to determine if there are any existing physical deficiencies at the intersection. It was noted that there is a large tree located in the northeast corner of the intersection along with a block wall that limits the sight distance to the north for westbound drivers on 50th Street. There is also a block wall and a utility pole located in the southwest corner of the intersection that limits the sight distance to the south for eastbound drivers on 50th Street. These conditions are illustrated in the various photos in **Figures 2 through 7**. The large tree and the block walls are all located on private property or along the property/right-of-way boundaries. On both approaches of 50th Street these obstacles create sight distance deficiencies.

Troth Street: Required – 150 ft. (for 25 mph); Deficient – No.

50th Street: Required – 150 ft. (for 25 mph); Deficient – Yes: EB to the south & NB to the north.

Collisions

A review of reported collisions between 7/1/2015 and 6/30/2020 was conducted to determine the number and type of collisions that have occurred at the intersection and the contributing factors to each. The review indicated that there have been 12 intersection-related collisions during the 5-year period. Of the 12 collisions, 2 were alcohol related. Of the remaining 10, half involved eastbound vehicles on 50th Street and half involved westbound vehicles. A collisions diagram is included in **Figure 8**.

Of the 10 non-DUI collisions, 6 involved drivers that may have been affected by the sight distance limitations noted above. One of those drivers though stated he thought the intersection was an all-way stop so he did not yield to the approaching car on Troth Street. None of the driver's statement indicated though that sight distance was an issue. In 2 of the collisions the driver on 50th Street failed to stop for the stop sign. In the remaining collisions, the driver stated that they did not see the approaching car. In only 1 collisions did the driver indicate that they were traveling above the posted speed. He stated that he was traveling between 40 and 45 mph on Troth Street. Four of the collisions resulted in minor injuries while the remaining 8 were property damage only collisions.

Volumes

Based on historical data, it was determined that neither street has a high enough traffic volume to they would meet the CAMUTCD threshold for meeting the all-way stop control warrants. In addition, due to the current pandemic situation it was not anticipated that the volumes would be up to their normal daily levels given that there is currently no in-person learning at Jurupa Valley High School.

Discussion

Alternatives

The intersection of Troth Street and 50th Street was analyzed using standard engineering methods and the stop sign warrant criteria listed in the CAMUTCD. Using the above data, an engineering study was 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 request. The following lists several options that were identified:

1. Make no changes to the existing traffic control at the intersection.
2. While there were multiple collisions at the intersection, none involved conditions that neither the drivers nor the deputies stated contributed to the collision. However, to provide a reminder to motorists on 50th Street that crossing traffic is not required to stop at the intersection, a W4-4p sign could be added to both of approaches of 50th Street.



W4-4P

3. Due to the sight distance deficiencies, install all-way stop sign control at the intersection. This traffic control would be consistent with other intersections in the area.
4. Work with the homeowner on the northeast corner of the intersection on a plan to remove the large tree that is contributing to the sight line issue. However, the sight distance problems will likely still remain until the block walls on the northeast and southwest corners can be modified to provide a better sight line along Troth Street for a vehicle stopped at 50th Street.
5. Work with the homeowners on the northeast and southwest corners of the intersection on a plan to block walls on the northeast and southwest corners to provide a corner cut-off that would provide a better sight line along Troth Street for a vehicle stopped at 50th Street. This type of corner design exists on the southeast corner of the intersections.

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 by the resident, staff recommends that the previously presented Alternatives 3 (install all-way stop sign control) be implemented.

Fiscal Impact

The installation of all-way stop sign control can be conducted by City forces. The approximate cost of the two additional stop signs, posts, and 'all-way' sub-plates will be approximately \$600. The FY 20-21 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

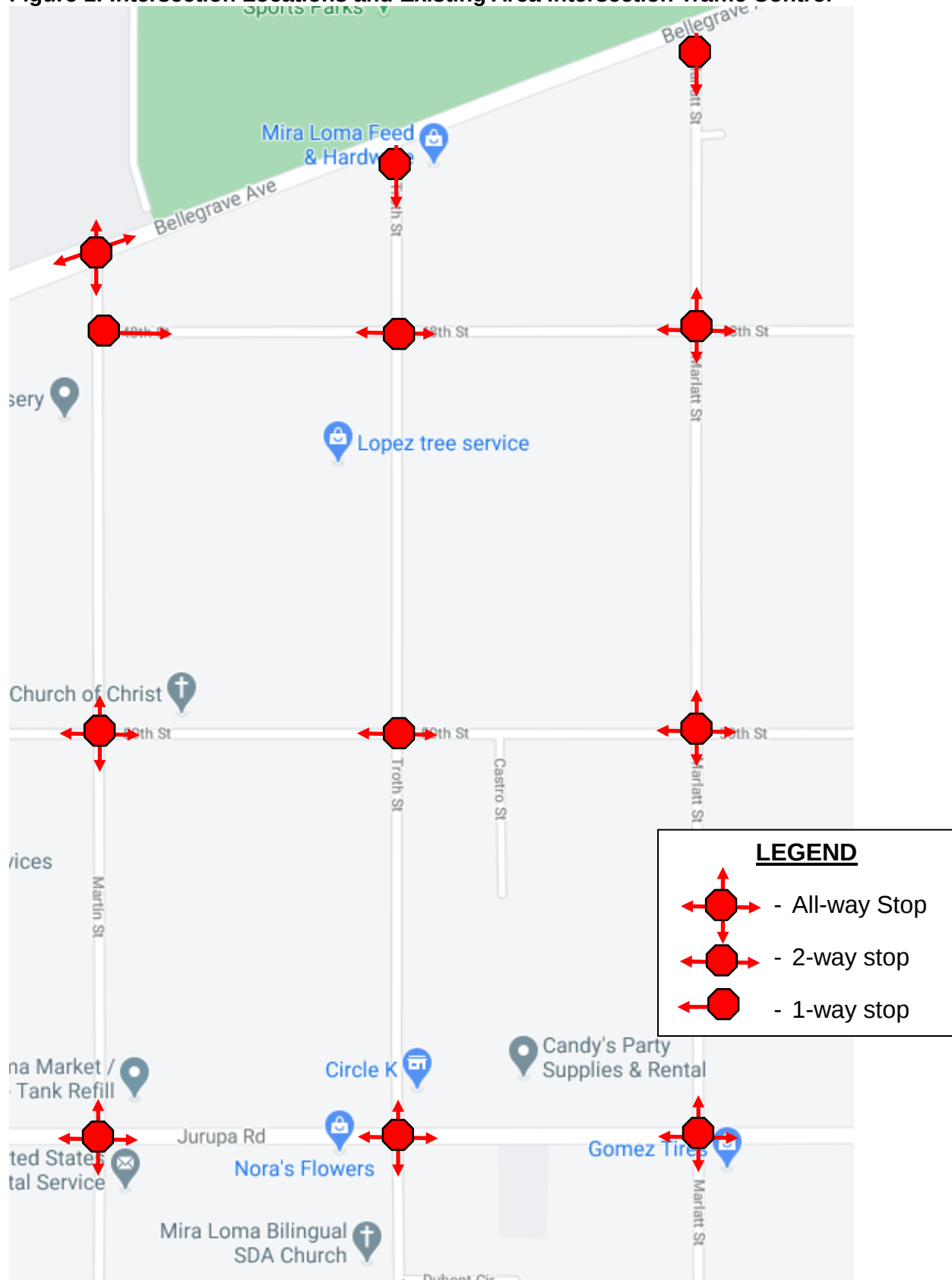


Figure 2: Intersection Configuration

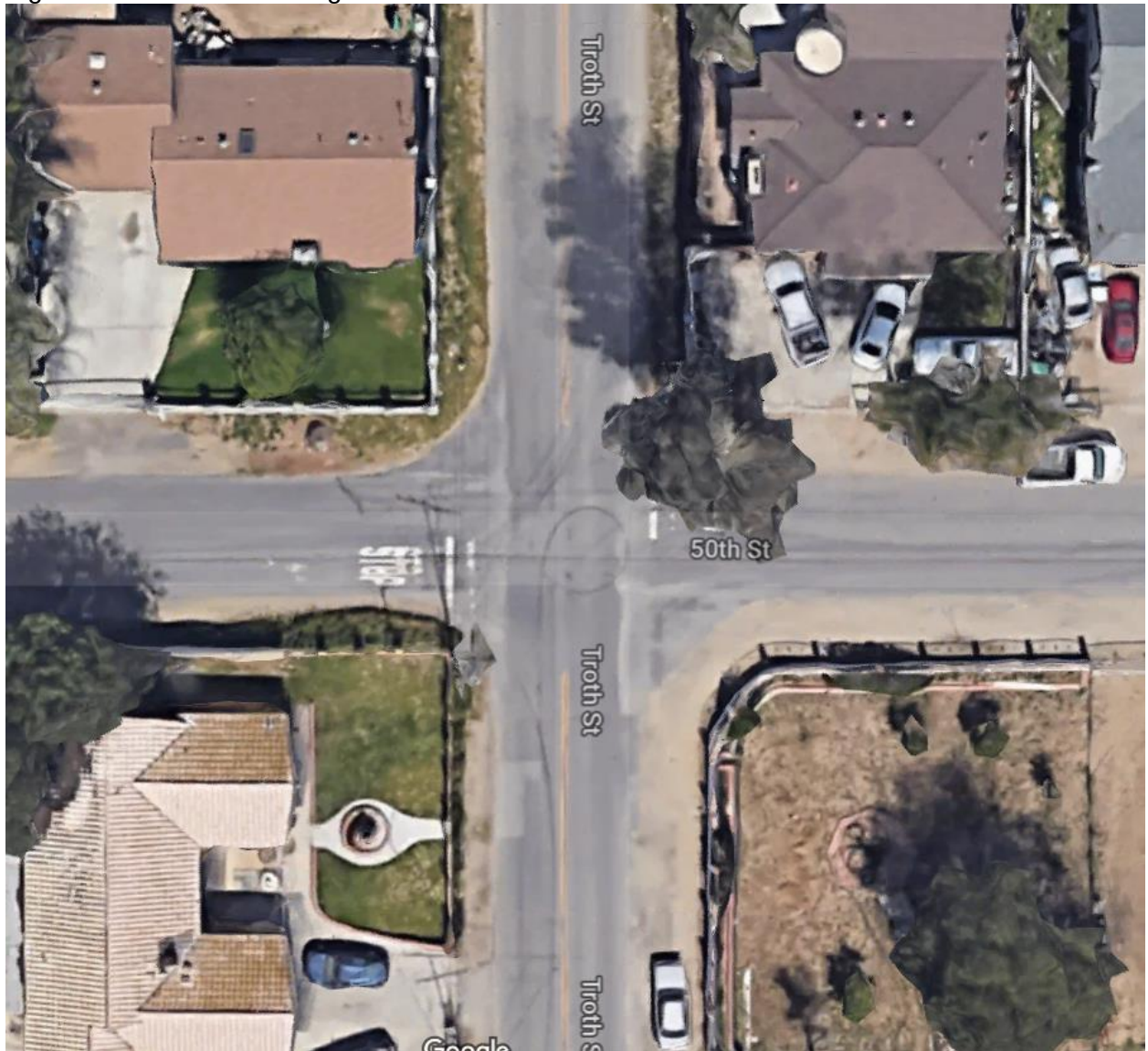


Figure 3: Looking South on Troth Street at 50th Street



Figure 4: Looking North on Troth Street From 50th Street East Approach



Figure 5: Looking South on Troth Street From 50th Street east Approach



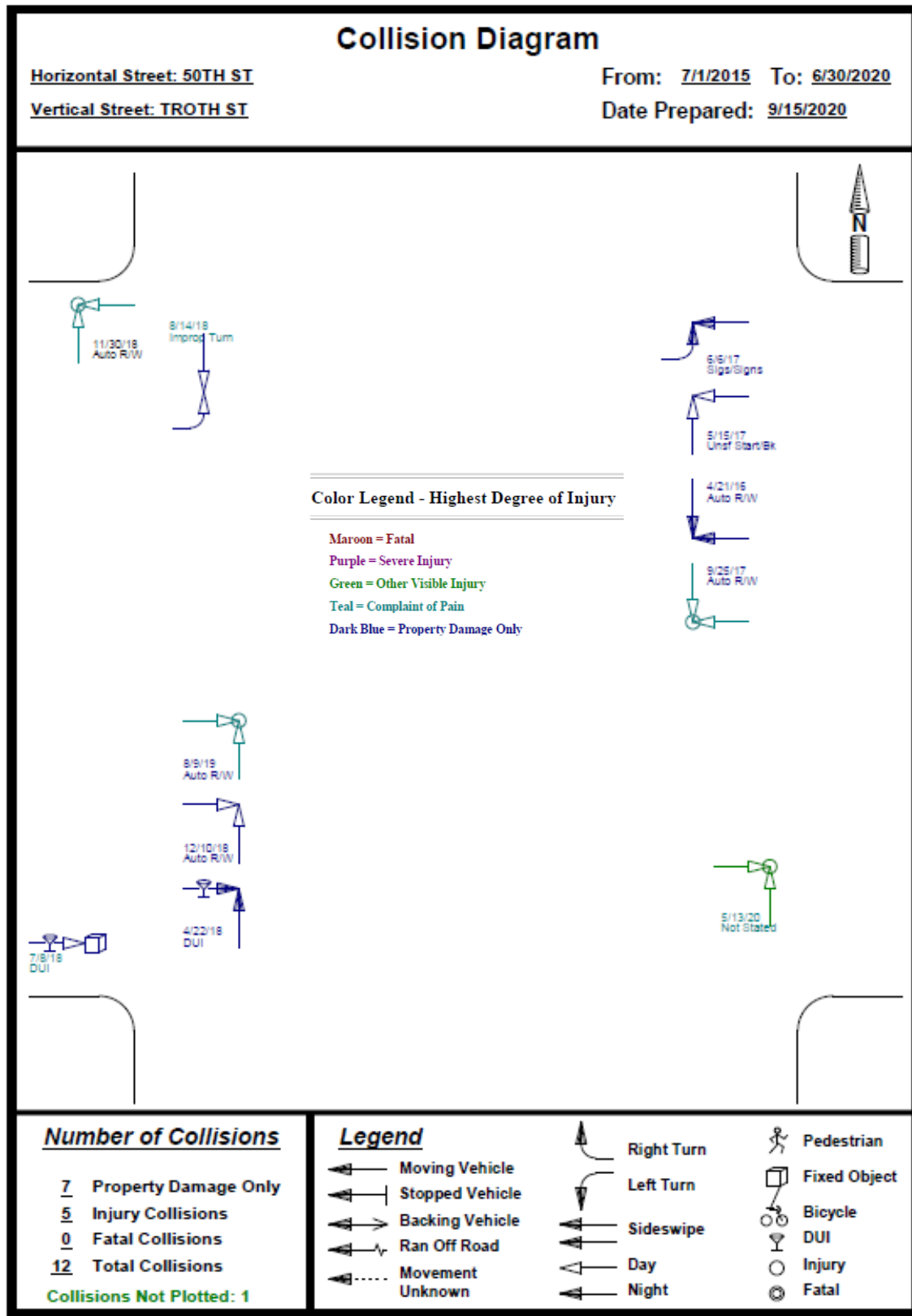
Figure 6: Looking North on Troth Street From 50th Street West Approach



Figure 7: Looking North on Troth Street From 50th Street West Approach



Figure 8: Collision Diagram



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.

Kickoff Meeting Agenda

City of Jurupa Valley Local Road Safety Plan

Kick-off Meeting

Date and Time: **Thursday, October 22, 2020; 3:00 PM**

Location: **City Hall**

**City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509**

1. Welcome remarks by the Local Road Safety Plan coordinator
2. Introductions
3. What is a Local Road Safety Plan – Presentation outlining what a Local Road Safety Plan is and how developing one can benefit Jurupa Valley.
4. Identify other agencies or individuals who should be invited to join the working group.
5. Summarize Data Analysis – An initial data analysis has been conducted prior to this meeting to provide the group with background information on a variety of potential safety issues in Jurupa Valley.
6. Begin Identifying Elements for the Vision Statement
7. Begin Identifying Goals for the Plan
8. Begin Identifying Emphasis Areas for the Plan
 1. Education
 2. Enforcement
 3. Engineering
 4. Emergency Services
9. Next Meeting – Schedule a date for a follow-up meeting
10. Adjourn
11. Meeting Contact:

Rob Olson, Transportation Analyst
City of Jurupa Valley
951-332-6464 ext. 236
rolson@jurupavalley.org

Data Summaries

Tables 1 through 6 list key collision data metrics for the City of Jurupa Valley for the 5-year study period between July 1, 2015 and June 30, 2020.

During that period, the City experienced a total of 4,965 reported collisions, including 52 fatalities and 1,581 injuries of various severities. The data tables present various summaries of collision data broken down by injury severity. Multiple other data breakdowns are available to assist the team in assessing and evaluating collisions occurring in the City depending on the information needed and the goals and objectives determined to be included in the LRSP by the team.

Figure 1 illustrates the location distribution of where all reported collisions occurred in the City during the 5-year period.

Figure 2 illustrates the location of all fatal and severe injury collisions during the 5-year study period..

Table 1: COLLISIONS BY YEAR AND SEVERITY

YEAR	FATAL	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	PROPERTY DAMAGE ONLY	ALL INJURIES PER YEAR
FY15/16	10	17	79	199	667	972
FY16/17	6	21	84	216	742	1,069
FY17/18	15	13	62	239	631	960
FY18/19	12	13	66	280	676	1,047
FY19/20	9	19	68	205	616	917
Total	52	83	359	1,139	3,332	4,965

**ALL COLLISIONS -
(FY15/16 -FY19/20)**

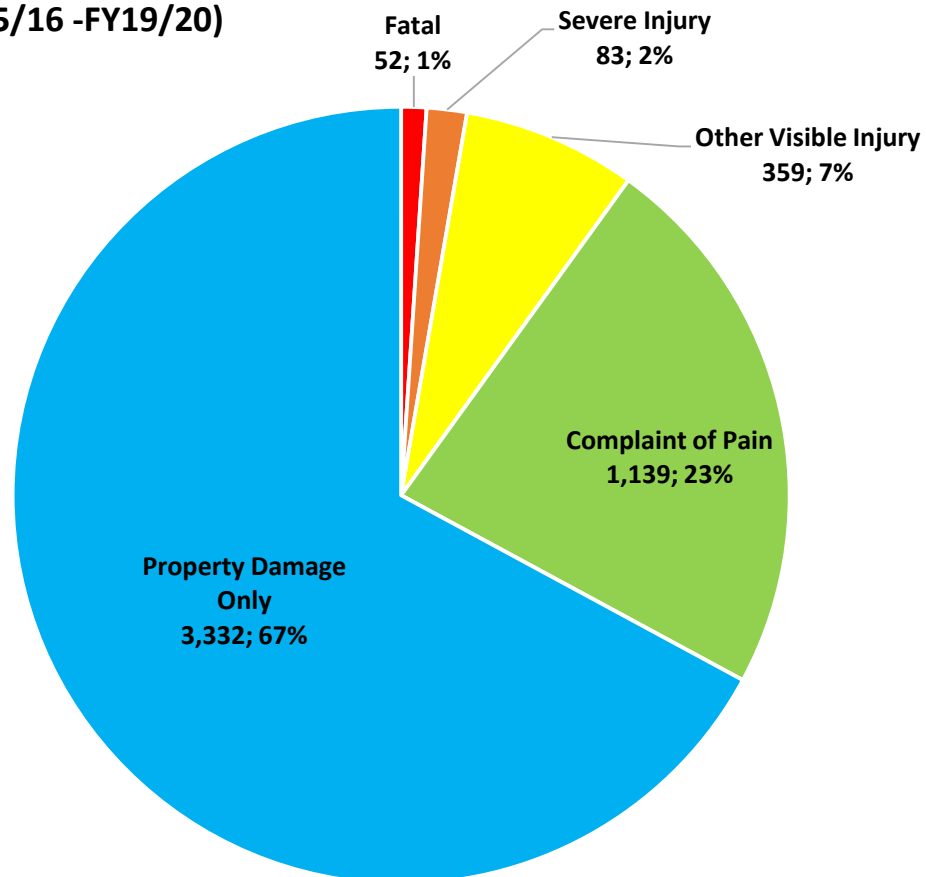


Table 2: TOTAL COLLISIONS AND SEVERITY BY CAUSE

CAUSE OF COLLISION	FATAL	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	PROPERTY DAMAGE ONLY	TOTAL COLLISIONS
Improper Turning	8	11	91	227	1,095	1,432
Unsafe Speed	5	9	70	343	908	1,335
Auto R/W Violation	4	18	70	246	345	683
Driving Under Influence	12	11	29	60	216	328
Traffic Signals and Signs	1	6	21	88	137	253
Unsafe Starting/Backing			4	29	194	227
Other Hazardous Mvmt	2	4	12	33	73	124
Improper Passing		2	4	13	77	96
Not Stated	1	3	11	17	45	77
Unknown		3	3	15	51	72
Pedestrian Violation	13	9	18	16	10	66
Wrong Side of Road	1		14	12	25	52
Following Too Closely		3	1	15	32	51
Other Than Driver	2	1	2	8	36	49
Unsafe Lane Change			2	4	41	47
Other Improper Driving		2	2	3	17	24
Blank	1		2	3	16	22
Other Than Driver or Ped			1	2	6	9
Impeding Traffic	1		1	2	3	7
Other			1	2	2	5
Lights				1	2	3
Ped/Other U. I.		1				1
Ped R/W Violation	1					1
Other Equipment					1	1
Total Collisions	52	83	359	1,139	3,332	4,965

Table 3: COLLISIONS AND SEVERITY BY COLLISION TYPE

COLLISION TYPE	FATAL	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	PROPERTY DAMAGE ONLY	TOTAL COLLISIONS
Rear-End	1	13	67	368	926	1,375
Broadside	7	17	126	438	737	1,325
Hit Object	8	9	50	99	705	871
Sideswipe	2	4	27	97	717	847
Head-On	7	10	33	55	115	220
Other	5	5	15	23	83	131
Vehicle-Pedestrian	19	19	27	41	10	116
Overtaken	3	5	12	11	29	60
Blank		1	2	6	7	16
Not Stated	-	-	-	1	3	4
Total All Injuries	52	83	359	1,139	3,332	4,965

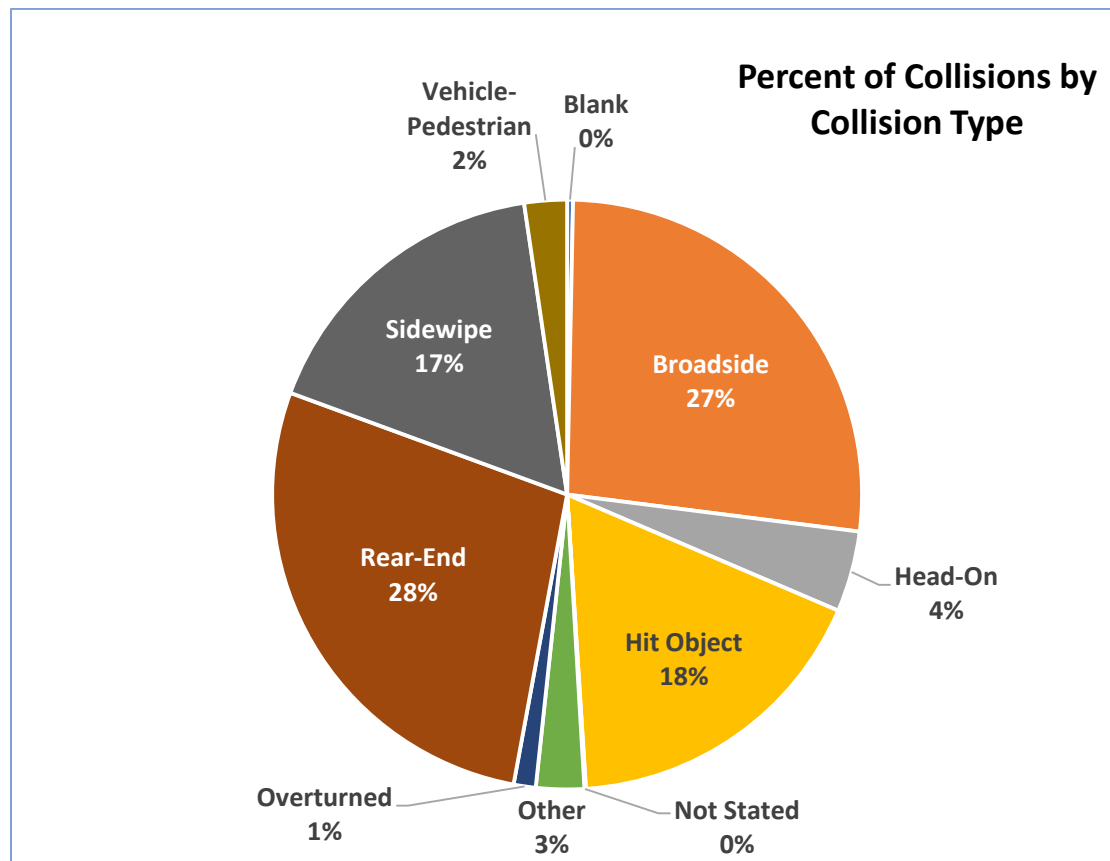


Table 4: COLLISIONS AND SEVERITY BY TYPE OF WEATHER

WEATHER	FATAL	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	PROPERTY DAMAGE ONLY	TOTAL COLLISIONS
Clear	49	-	339	1,057	3,070	4,515
Cloudy	2	-	7	43	137	189
Raining	-	-	12	30	114	156
Blank	-	83	-	2	3	88
Fog	-	-	1	2	4	7
Not Stated	-	-	-	4	2	6
Wind	-	-	-	1	2	3
Safe	1	-	-	-	-	1
Total Collisions	52	83	359	1,139	3,332	4,965

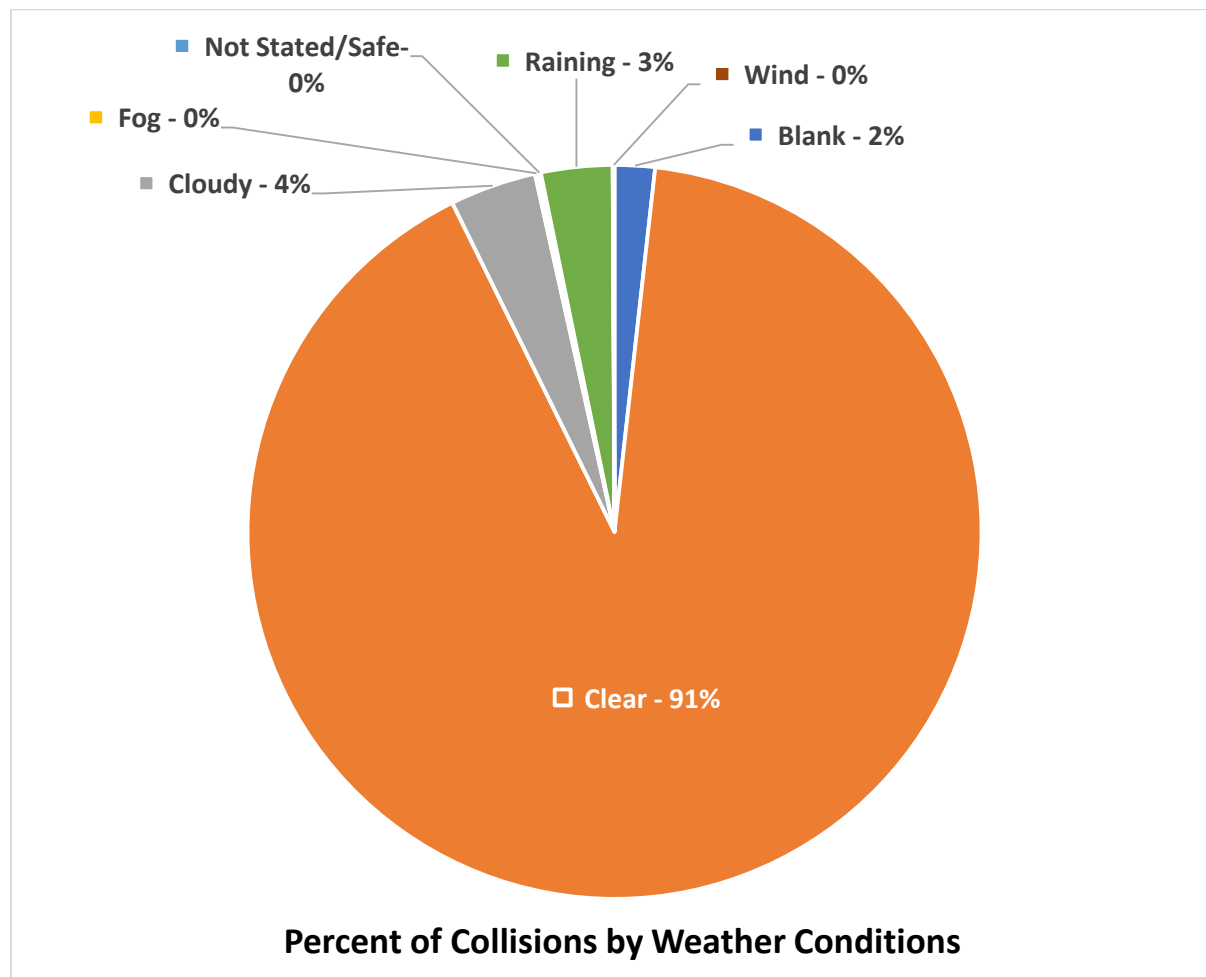


Table 5: COLLISIONS AND SEVERITY BY LIGHTING CONDITIONS						
LIGHTING	FATAL	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	PROPERTY DAMAGE ONLY	TOTAL COLLISIONS
Daylight	17	25	234	772	2110	3158
Dark- Street Lights	15	34	87	240	853	1229
Dark- No Street Lights	19	18	26	75	247	385
Dusk-Dawn	1	6	11	49	111	178
Blank	-	-	1	2	7	10
Dark- Street Lights Not Functioning	-	-	-	-	3	3
Not Stated	-	-	-	1	1	2
Total Collisions	52	83	359	1,139	3,332	4,965

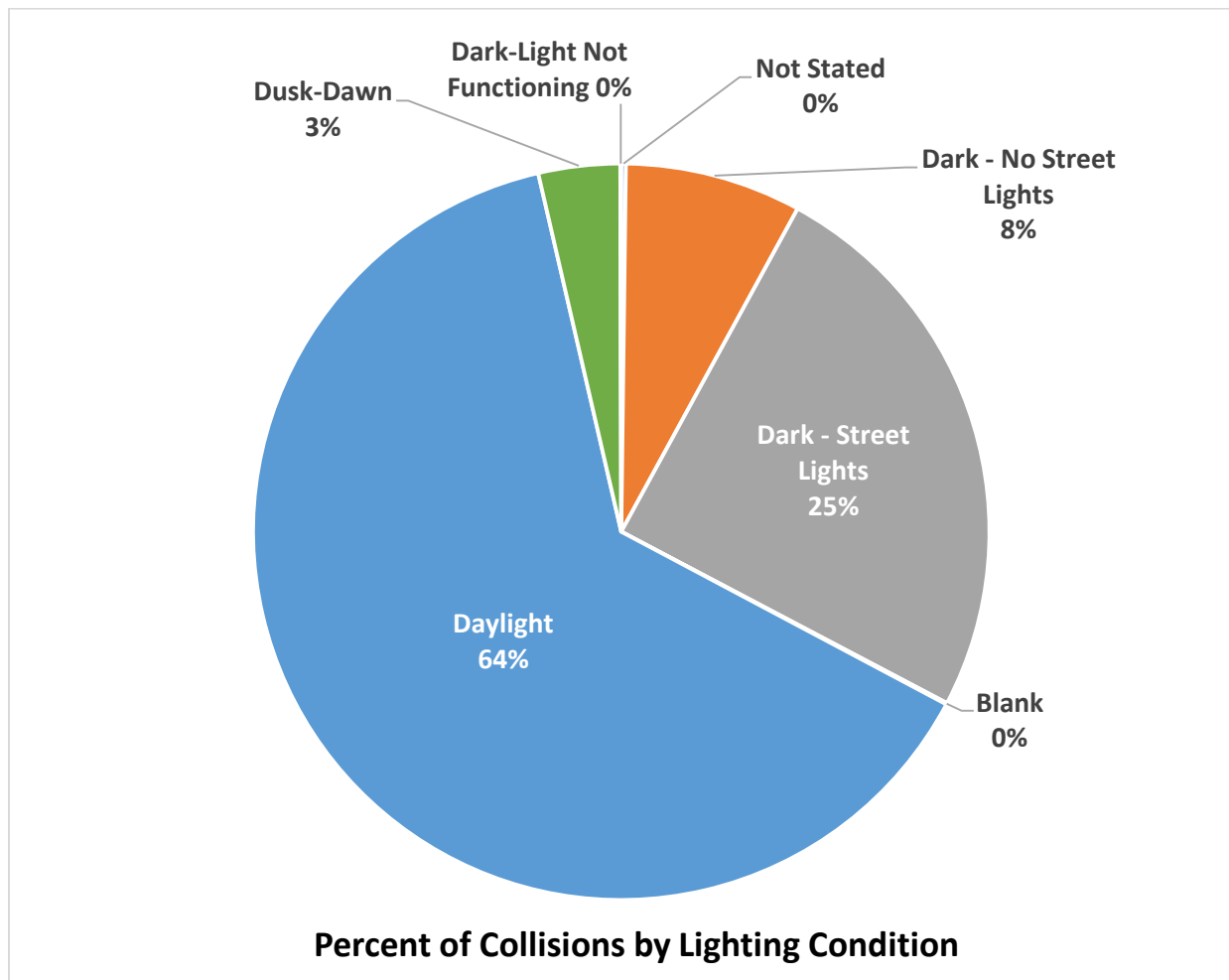
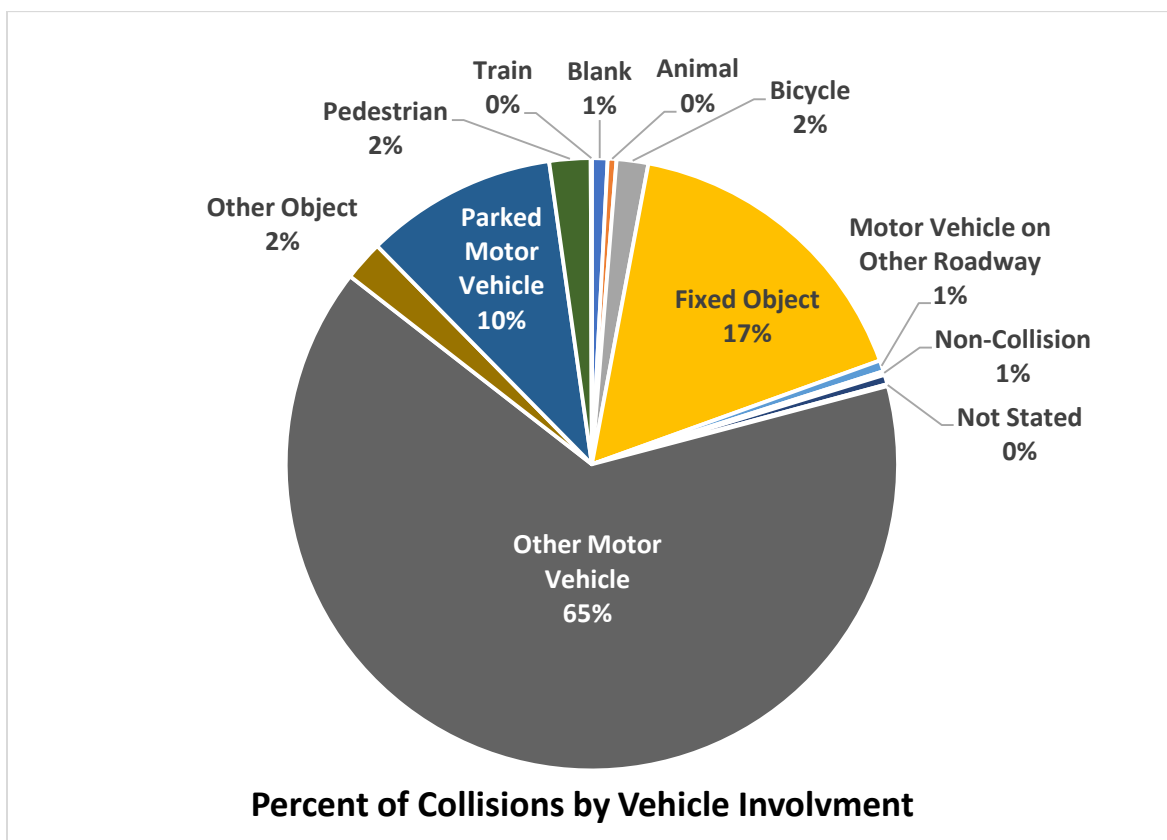


Table 6: COLLISIONS AND SEVERITY BY VEHICLE INVOLVED WITH TYPE						
INVOLVED WITH	FATAL	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	PROPERTY DAMAGE ONLY	TOTAL COLLISIONS
Other Motor Vehicle	17	39	229	890	2,034	3,209
Fixed Object	9	9	48	90	665	821
Parked Motor Vehicle		2	17	39	445	503
Pedestrian	19	18	24	39	8	108
Other Object		4	7	15	79	105
Bicycle	3	8	18	34	20	83
Blank		1	2	10	28	41
Non-Collision	4	2	7	6	16	35
Motor Vehicle on Other Roadway	-	-	-	10	19	29
Animal	-	-	6	4	13	23
Not Stated	-	-	-	2	3	5
Train	-	-	1	-	2	3
Total Collisions	52	83	359	1,139	3,332	4,965



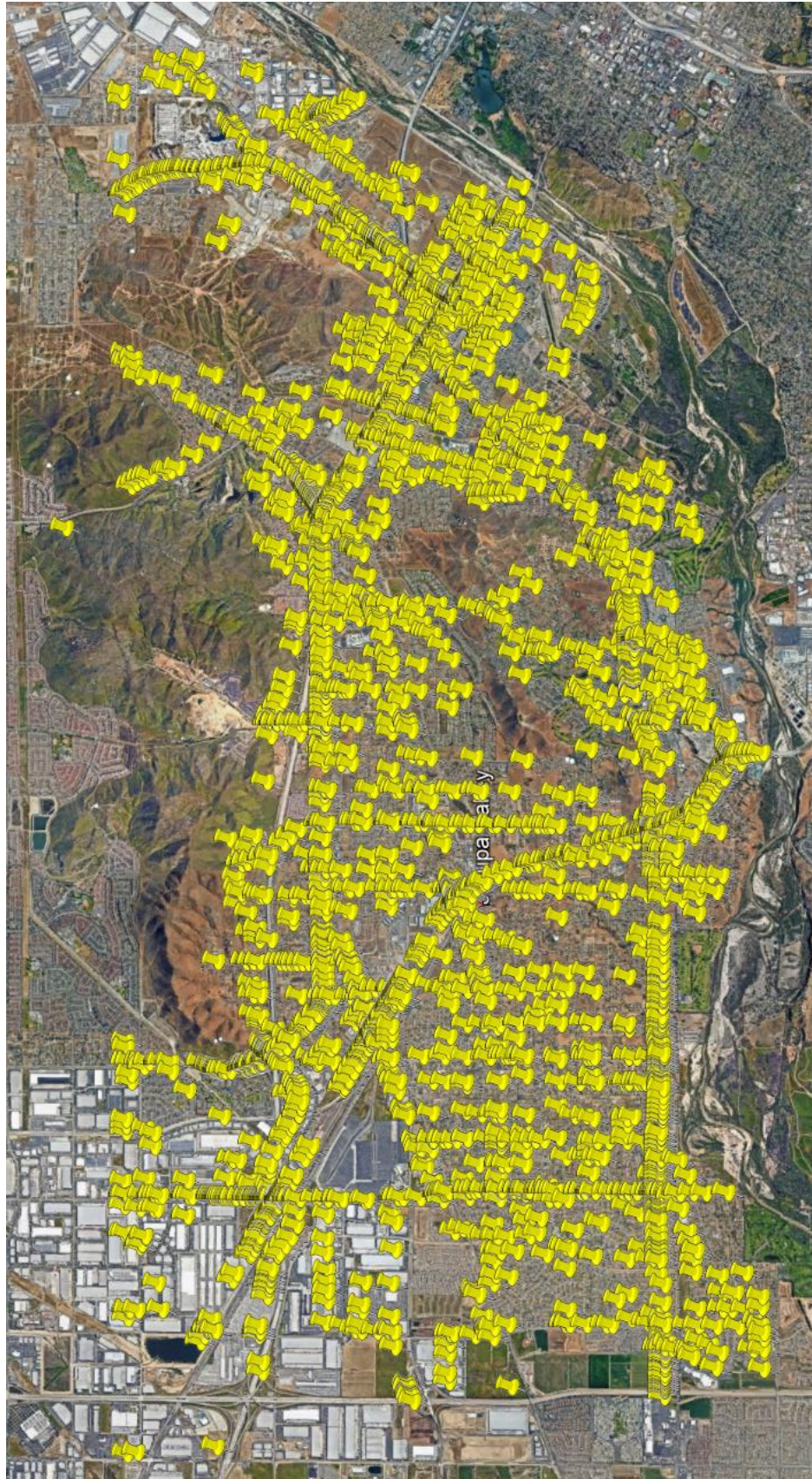


Figure 1: All Reported Traffic Collisions – 7/1/2015 thru 6/30/2020

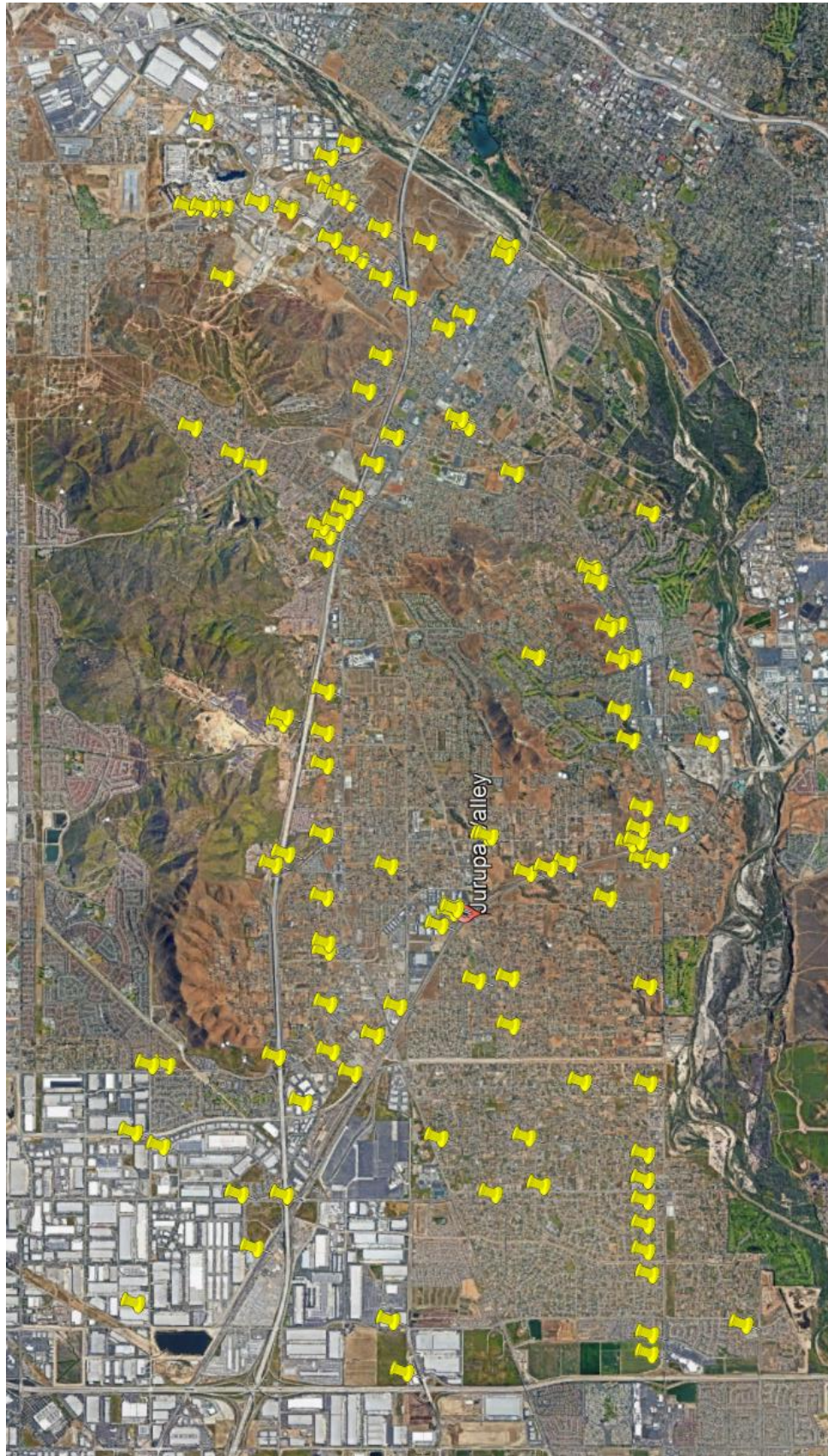


Figure 2: All fatal and Serious Injury Traffic Collisions – 7/1/2015 thru 6/30/2020

Local Roadway Safety Plan Template

This template is intended to provide a starting point for the Committee members in developing the City's Local Roadway Safety Plan. It can be modified as needed to best fit the City's goals, needs, issues, strategies, and desired outcome.

INTRODUCTION

In this section, describe the City's commitment to transportation safety through this planning process and the drafting of this document. An introduction can be one or more paragraphs, and can be as general or specific as you'd like. It serves two purposes: it gives readers an idea of what the rest of the plan will say; and it provides a reason to keep reading. For example, you should include a description of the document; define the central concept—transportation safety; and perhaps provide some statistics that you'd like to change enough to take on this planning process.

For example, you might say, "The City is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents on our transportation systems. This plan tells the story of transportation safety needs and strategies for our City. Implementation of the plan will improve transportation safety for the City, its people, and its visitors. As part of an ongoing effort to make safety improvements, the Local Road Safety Plan was developed with input from several safety partners. In the past 5 years, *(state some statistic that you want to improve)*. The City is targeting *(cite a goal that will improve this statistic)* over the next 5 years."

VISION & GOALS

Generate interest in the planning process by drafting a vision statement. It can be a team effort. A vision statement is an idealized description of your success. It should inspire, energize, focus, and help you and your partners picture success as you develop the plan.

The best vision statements describe the desired long term, big picture outcomes that are five to ten years away. Summarize your Vision in a powerful phrase. This can greatly enhance the effectiveness of your vision statement. This phrase will serve as a trigger to the rest of the vision in the mind of everyone that reads it. If you are having trouble coming up with your summarizing phrase, try adding **after** you've written the rest of the vision statement.

Here are examples of a vision statement:

- To advance road safety in our City by reducing fatal and serious injuries and improving people's lives.

- Create a City Culture inside and out that promotes and implements Toward Zero Deaths strategies.

Here are examples of goals to support the vision:

- Reduce the number of fatal crashes by 20% by 2030.
- Reduce the number of severe Run off the Road crashes by 50% by 2025.
- Implement proven safety solutions systemically to reduce fatal and severe crashes.
- Increase seat belt usage by 20% for teenage drivers.

SAFETY PARTNERS

Select and identify partners that will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. For example, County Sheriff's Department, local school, County Public Health Department, community groups, local medical professionals, etc.

In this section you'll develop your list of partners.

EXISTING EFFORTS

Describe your efforts, activities, programs, and policies that were already in place or in development to address transportation safety and perhaps led to this planning effort. Identify those that are being evaluated, and those that are beneficial and will continue to be implemented for the foreseeable future.

DATA SUMMARY

Use the best available safety data. The best available data may be anything from police collision reports or database to City maintenance logs, to traffic violations, to a public involvement process depending on what is available for the City. Many transportation safety plans will include Data Improvement as an emphasis area.

Note any trends shown by the available safety data and additional questions prompted by the data. Data Analysis involves looking for patterns in collision type, driver factors, roadway features, vehicle factors, or environmental condition.

EMPHASIS AREAS

Many plans will include multiple emphasis areas. Emphasis areas may include three parts: a description, a goal, and strategies. Emphasis areas should describe the issue where there is opportunity to improve. Emphasis area descriptions should also explain what information led to the identification of the issue. Strategies should describe the activities that will have an impact on the issue.

Examples of emphasis area that might fit your situation are lane departure crashes, crashes on curves, impaired driving crashes, pedestrian safety, intersection crashes, younger drivers, data management, or night time crashes.

Description of Emphasis Area 1: (What is the problem? Why is this emphasis area strategic?)

- Describe the emphasis area so that an outside reader could understand why emphasis is being placed on this category of incidents.
- Provide a detailed description of exactly what types of incidents the emphasis area covers.
- Provide any additional data that is specific to this subset of crashes.

Goal for Emphasis Area 1:

- Goals provide a short-term measure that can be accomplished.
- Goals enable you to measure success and determine the appropriate time to revise the plan.

Strategies for Emphasis Area 1:

- How will the emphasis area be addressed?
- Strategies should be implementable and should address the emphasis area.
- Who will lead implementation?

Keep this at a high level, individual action plans can be developed for each strategy later. The action plans for each strategy can detail each step that needs to be accomplished to complete the task. Assign a champion to take the lead on implementation of each high-level strategy. You may also want to consider developing a funding plan to help you implement your Local Road Safety Plan. This could include seeking Federal Highway Safety Improvement Program funds through your State DOT or using/redistributing your current funding for projects and maintenance. It's important that your Local Road Safety Plan is not based on funding but on strategically addressing your transportation safety.

Develop your Emphasis Areas Here.

Emphasis area title: _____

Description: _____

Goal: _____

Strategies:

- _____ (Strategy Champion: _____)
- _____ (Strategy Champion: _____)

EVALUATION & IMPLEMENTATION

Describe the process that will be used to evaluate the success of the plan, ensure implementation, and determine when an update is needed.

- How often will the goals be evaluated to measure success?
- When should revision of the plan be considered? (Living Document, every 2 years, etc.)
- Will a committee be formed to meet periodically to oversee implementation?
- Will the County hold any departments accountable for progress on the plan goals?
- Is further involvement needed from safety partners from entities outside the County?