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
   • Jake Orta, Vice Chair
   • Steve Loriso, Secretary
   • Sgt. Raemie Wood
   • George Wentz
   • Robert Galindo
   • Mayra Jackson
   • Hugo Bustamante- Alternate
2. Pledge of Allegiance
3. Public Appearance/Comments
4. Approval of Agenda
5. Approval of Minutes March 28, 2019

NEW BUSINESS ITEMS

6. Road Diet Proposal on Crestmore Road between Mission Blvd and Loring Ranch Road
7. Bellegrave Avenue and Marlatt Street Line of Sight

INFORMATIONAL ITEMS

8. Intersection Pedley Road and Jurupa Road Traffic Signal

COMMITTEE MEMBER REPORTS AND COMMENTS

9. Emails to the Traffic Safety Committee
10. Adjournment to the June 27, 2019 meeting at City Hall – 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.
1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Traffic Safety Committee was called to order at 3:00 pm, March 28, 2019 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

Members present:

- Carol Crouch presiding as Chair
- Jake Orta, Vice Chair
- Tim Jonasson for George Wentz
- Lt. Danny Young for Sgt. Ramie Wood, Member
- Robert Galindo, Member
- Mayra Jackson, Member

Members absent:

- George Wentz
- Steve Loriso

Alternate Member Hugo Bustamante arrived at 3:09

Attendees:

- Taher Jalai, City Staff
- Grizelda Reed, City Staff

2. Pledge of Allegiance – Led by Vice Chair Orta

3. Public Appearance/Comments – Richard Miller, resident discussed traffic concerns and speed humps on Tyrolite

4. Approval of the Agenda

Vice Chair Orta moved and Member Jackson seconded the motion to approve the March 28, 2019 agenda. The motion was approved 6-2.
Ayes: Crouch, Orta, Lt. Young for Wood, Jonasson for George Wentz, Galindo, Jackson
Noes: None
Abstained: None
Absent: Wentz, Loriso

5. Approval of Minutes
Vice Chair Orta moved and Member Galindo seconded the motion to approve the January 24, 2019 Minutes with corrections. The motion was approved 6-3.
Ayes: Crouch, Orta, Jonasson for Wentz, Lt. Young for Wood, Galindo
Noes: None
Abstained: Jackson
Absent: Wentz, Loriso

6. Study Session: DISCUSSION ON SETTING CITY SPEED LIMITS IN COMPLIANCE WITH STATE LAW
Mr. Taher Jalai, Transportation Manager reviewed various California Speed Laws and summarized key requirements of speed laws in California with Committee Members. Mr. Jalai noted Engineering and Traffic surveys are mandated for municipalities in determining appropriate speed limits and the City of Jurupa Valley collects the required data and prepares the necessary documents for each segment to be studied. It was stated that the current code allows two options for modifying the speed limit and noted examples in the presentation. Mr. Jalai included in his report the enforcement and speed traps definitions and provided options for discussion with Committee Members with the following:

- Speed trailers and speed feedback signs
- Increased police presence
- Road diets (removal of traffic lanes)
- Lane narrowing
- Physical improvements (bump out, roundabouts, median island, roadway narrowing)
- Speed humps
- Signal timing techniques
- School slow zones

7. Study Session: DISCUSSION ON STOP SIGN WARRANT REQUIREMENTS IN COMPLIANCE WITH STATE LAW.
Mr. Taher Jalai, Transportation Manager provided information from the City Manager's office requesting the Department of Public Works to provide an informational report to the Traffic Safety Committee on stop sign warrant requirements in compliance with State of California law. The City of Jurupa Valley Engineering Department oversees the placement and installation of stop signs throughout the city and noted when considering stop sign placement the overall safety and needs of the community is closely studied. Mr. Jalai reviewed and discussed with the Committee Members the following:

- Right-of-Way Intersections
- Criteria for STOP signs at intersection of two minor streets
8. Information Items
Staff Member Taher Jalai, presented a brief update on the Limonite Interchange and the temporary ramp closing. Mr. Jalai announced the closing of the Park & Ride on Limonite and the 15 fwy and parking was to be relocated to a designated area the Vernola Marketplace Shopping Center.

10. Emails to the TSC Committee
Mr. Jalai noted emails received by the Council requesting review of traffic concerns within the city. Staff addressed various options and costs.

Adjournment at 5:00 pm to the April 25, 2019, meeting at City Hall Council Chambers

Respectfully submitted,

Steve Loriso, City Engineer/Secretary
DATE: MAY 30, 2019

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: TAHER JALAI, TRANSPORTATION MANAGER

SUBJECT: AGENDA ITEM NO. 6

ROAD DIET PROPOSAL ON CRESTMORE ROAD BETWEEN MISSION BOULEVARD AND LORING RANCH ROAD

RECOMMENDATION

Staff recommends that a "road diet" concept is applied on Crestmore Road between Mission Boulevard and Loring Ranch Road and 46th Street intersection by reducing the roadway cross-section from 4-lane divided to two-lane divided roadway, converting the curb lane to on-street parking, a bike lane and 5' buffer space between vehicular travel lane and realigned bike lane.

BACKGROUND

A road diet involves narrowing or eliminating travel lanes on a roadway to provide for safer pedestrians and bicyclists environment.

The City had received numerous complaints about speeding and street racings on the 4-lane segment of Crestmore Road between Mission Boulevard and Loring Ranch Road. The residents also had requested installation of all-way stop signs at Crestmore. The all-way stop sign was previously analyzed by City staff and the intersection did not meet the accident and volume warrants.

ANALYSIS

Crestmore Road within the project limits is currently classified as a local roadway in City's Mobility Element of the adopted General Plan. Crestmore Road is currently a 4-lane divided roadway with raised and striped medians north and south of Capary Road, respectively. The posted speed limit on Crestmore Road north of Capary Road is 35 mph. South of Capary Road the posted speed limit is 45 mph. A continuous curb and gutter and sidewalk are provided along the west curb of Crestmore Road within the project limits. In addition, curb and gutter and sidewalk is provided along east curb between Capary Road and Mission Boulevard.

The existing northbound curb lane is dropped as a right-turn lane at Mission Boulevard intersection. Similarly, the southbound curb lane is dropped as a right-turn lane at west Loring Ranch intersection. The roadway is striped for a Class II striped bikeway (one-way bike travel) in the project limits. The existing mid-block Average Daily Traffic (ADT) volume on Crestmore
Drive is 6,900, operating at service level "A". Based on existing Average Daily Traffic volume, Crestmore will operate at service level "B" upon implementation of road diet.

Based on speed survey conducted in May 2019, the 85th percentile speed on Crestmore Road between Capary Road and Loring Ranch is documented at 57 mph and 54 mph northbound and southbound directions, respectively.

Based on record search, there have been 13 reported accidents in this segment of the roadway in the past 3 years, of which 6 had been injury collisions. It should be noted that almost 60% of accidents had occurred on weekends.

Road Diet Benefits

A road diet is generally described as removing travel lanes from a road and utilizing the space for other uses. The main objective of road diet, as detailed in the Road Diet Information Guide prepared by the Federal Highway Administration (FHWA), is to improve roadway safety with reduction in the number of travel lanes, which results in following beneficial impacts:

- reduction in travel speeds
- reduction in vehicle conflict points
- improved sight distances for turning motorists
- reduction in vehicle collisions
- creates additional buffer space for pedestrian and bicycle facilities.

Road Diet Drawbacks

Road diets have the following potential drawbacks:

- loss of passing opportunities along the road;
- impacts to speed and reliability of transit service; and
- increased travel delays.

Feasibility of Road Diet

There are number of factors which should be considered when determining the feasibility of a site for a road diet. Key aspects for each are detailed below.

Safety

Road diet can offer benefits to roadway users, including drivers, pedestrians and bicyclists. On a four-lane street, speeds can vary between lanes, and drivers must slow or change lane due to slower vehicles. In contrast, on roadways with two through lanes plus a center lane, driver's speeds are limited by the speed of the lead vehicle in the through lanes. Therefore, road diets may reduce vehicle speed and interactions, reducing the number and severity of vehicle–to-vehicle crashes.
Furthermore, road diet results in decreased conflict points between vehicles, improved sight distance for the major-street left-turn vehicles, and reduction in the number of lanes to be crossed for turns and side-street entries. The Iowa road diet guidelines indicate the total number of crashes is typically reduced (from 17% to 62% for the case studies identified) when a 4-lane undivided road is converted to a 3-lane cross section.

- **Speed**

Road diets can reduce the speed differential between vehicles given that they must all operate in the same lane. Studies have shown reductions in the overall travel speed of up to 6 mph.

- **Level of Service**

Since all through traffic will be required to travel in a single lane with expected reductions in average speeds, the overall travel times through the corridor may increase for through traffic (level of service is derived from vehicle speed, which will be dictated by the number of travel lanes, number of intersections and driveways, and turning volumes). Similarly, delays for left turning traffic may increase recognizing that opposing traffic would be within a single lane versus two lanes, which will reduce the number of gaps available to accommodate the left turn.

- **Pedestrians & Cyclists**

The introduction of a road diet presents an opportunity to dedicate more space or greater separation to other road users (e.g. pedestrians and cyclists) and create a more balanced transportation system. For cyclists, road diets often include adding bicycle lanes to a street with little or no accommodation otherwise. This can make the route an option for many who would have been too intimidated to use the street previously. For pedestrians, road diets help reduce vehicle speeds and speed differentials midblock, making crossings easier and safer. Within constrained rights-of-way where sidewalks are in close proximity to the road, the reduction in road width resulting from the road diet will provide a greater degree of separation between pedestrian and vehicular traffic, thus providing a greater level of comfort to those on the sidewalk.

- **Other Factors**

Other factors that should be considered in determining the feasibility of a road diet include:

- the presence of vehicles loading/unloading within the curb lane;
- the proximity of parallel routes and potential for traffic volumes to divert to these routes;
- the presence of on-street parking;
• the presence of at-grade crossings and potential impacts resulting from longer traffic queues due to the lane reductions.

ENVIRONMENTAL REVIEW

Per the provisions of the California Environmental Quality Act (CEQA) Guidelines, parking and traffic control modifications are exempt from environmental review pursuant to Article 19 of the CEQA Guidelines.

CONCLUSION

In consideration of the various factors considered to address the feasibility of a road diet and the information with respect to current traffic volumes and operations, it would appear that a road diet is feasible and would provide benefit to the road users (eg. reduced travel speeds, increased safety for motorists, cyclists and pedestrians, and improved quality of life). While there are some drawbacks relating to increased travel times and potential delays due to curb-side service, such are not expected to be significant.

Prepared and Submitted by:

______________________________

Taher Jalai
Transportation Manager

ATTACHMENTS

1. Site Location
2. Views Along the Subject Streets
3. Typical Cross-sections
4. Traffic volume and speed surveys
Attachment 1: Site Location
Attachment 2: Views Along the Subject Street

Looking North from Capary Road

Looking South from Loring Ranch Road
## City of Jurupa Valley

**24 Hour Directional Speed Survey**

### Northbound

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- 50th Percentile: 49 MPH
- 65th Percentile: 57 MPH
- 95th Percentile: 62 MPH

### Statistics

- Mean Speed (Average): 50 MPH
- 10 MPH Pace Speed: 46-55 MPH
- Number in Pace: 1976
- Percent in Pace: 52.8%
- Number of Vehicles > 55 MPH: 783
- Percent of Vehicles > 55 MPH: 25.3%
City of Jurupa Valley  
Crestmore Road  
B/Loring Ranch Road - Capary Road  
24 Hour Directional Speed Survey  

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Daily Statistics:  
- 15th Percentile: 41 MPH  
- 50th Percentile: 47 MPH  
- 85th Percentile: 54 MPH  
- 95th Percentile: 59 MPH  

Mean Speed (Average): 48 MPH  
10 MPH Pace Speed: 46-55 MPH  
Number in Pace: 1713  
Percent in Pace: 54.4%  
Number of Vehicles > 55 MPH: 435  
Percent of Vehicles > 55 MPH: 13.8%  

Counts Unlimited, Inc.  
PO Box 1176  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com  
Site Code: 999-19383
STAFF REPORT

DATE: MAY 30, 2019
TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS
FROM: TAHER JALAI, TRANSPORTATION MANAGER
SUBJECT: AGENDA ITEM NO. 7
BELLEGRAVE AVENUE AND MARLATT STREET LINE OF SIGHT

RECOMMENDATION
That the Traffic Safety Committee approve installation of red curb and edge-line on west leg of Bellegrave Avenue in the eastbound direction of travel at Marlatt Street intersection to mitigate existing line of sight issues related to a retaining wall and fencing at the southwest quadrant of the intersection. The extent of red curb and edge line will be limited to about 80' from back of curb return (BCR) at the corner of the intersection.

BACKGROUND
The City had received complaints related to limited line of sight issues at the intersection of Bellegrave Avenue and Marlatt Street.

ANALYSIS
Bellegrave Avenue and Marlatt Street are Major and local streets in the City's General Plan Mobility Element, respectively. Bellegrave Avenue is a 4-lane divided roadway, providing for westbound left-turn lane at this T-intersection. Marlatt Street is a local residential street with one lane per direction of travel. The T-intersection is controlled with stop signs on Marlatt Street. The posted speed limits on Bellegrave Avenue and Marlatt Street are 45 mph and 25 mph, respectively. Typically, curb-to-curb width for a Major roadway classification is 76'. However, Bellegrave Avenue at the subject intersection is only 66' wide providing for 19' eastbound curb lane, with the 3 remaining lanes ranging from 11' to 13'. Typically, barring line of site issues, 19' is adequate lane width for a parking lane with effectively 11' lane width next to a parked vehicle.

The single-family residential dwelling at the southwest quadrant of the intersection is 4' to 5' above street level with retaining wall supporting the front and side yards. As such, the retaining wall results in limited line of site for traffic on Marlatt Street trying to make right or left-turn maneuvers at this intersection (Please see attachment).
A review of the traffic collision data for Bellegrave Avenue and Marlatt Street intersection for the period of January 1, 2014 through December 31, 2018 indicated that there have two reported collisions at the intersection, involving northbound left-turns and eastbound thru moves.

The necessary stopping sight distances for streets and intersections are listed in the California Highway Design Manual prepared by Caltrans. The required sight distance along Bellegrave Avenue at the intersection is 500 feet based on the 55 miles per hour design speed (i.e., posted speed limits plus 10mph).

Sight distance is measured from a point approximately 6 feet behind the front of the stopped vehicle to a point where a conflicting vehicle would first be visible, or about 2 feet inside the roadway center line. These locations and distances create a 'sight triangle' within which there are to be no obstacle higher than 30 inches, obstructing trees, or vehicular parking sight line obstructions.

Insufficient sight distance can be a contributing factor in intersection traffic crashes. Intersection sight distance is typically defined as the distance a motorist can see approaching vehicles before their line of sight is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. As listed above, examples of obstructions include crops, hedges, trees, parked vehicles, utility poles, or buildings. In addition, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side street vehicles approaching the Stop sign, and for minor road motorists to see approaching major road vehicles before entering the intersection. Poor sight distance can lead to rear-end crashes on the approaches and to angle crashes within the intersection because motorists may be unable to see and react to traffic control devices or approaching vehicles.

**Sight Distance Triangles for 4-Leg Stop-controlled Intersections**
The Intersection Sight Distance (ISD) is measured along the major road beginning at a point that coincides with the location of the minor road vehicle. The following table provides the recommended values for ISD, based on the following assumptions:

- Stop control of the minor road approaches;
- Using driver eye and object heights associated with passenger cars;
- Both minor and major roads are considered at level grade; and
- Considers a left-turn from the minor road as the worst-case scenario (i.e., requiring the most sight distance).

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Stopping Sight Distance (SSD) provides sufficient distance for drivers to anticipate and avoid collisions. However, in some cases this may require a major road vehicle to stop or slow to accommodate the maneuver by a minor road vehicle. To enhance traffic operations, sight distances that exceed the recommended SSD (as shown in the above table) are desirable. Note that design intersection sight distance criteria for stop-controlled intersections are longer than stopping sight distance to ensure the intersection operates smoothly.

ENVIRONMENTAL REVIEW

Per the provisions of the California Environmental Quality Act (CEQA) Guidelines, parking and traffic control modifications are exempt from environmental review pursuant to Article 19 of the CEQA Guidelines.
CONCLUSION

Given the line of sight issues associated with the retaining wall at the subject intersection, provision of red curb and edge line for 80' from intersection BCR fronting the two properties on Bellegrave Avenue immediately west of Marlatt Street seems to be warranted.

Prepared and Submitted by:

__________________________

Taher Jalai
Transportation Manager

ATTACHMENTS

1. Site Location
2. Views along the Subject Streets.
3. Bellegrave Avenue west of Marlatt Street
4. Collision Summary

https://www.google.com/maps/@34.004989,-117.5151224,317a,35y,157.55h/data=!3m1!1e3!4m2!10m1!1e4

www.jurupavalley.org
Sight Location
Bellegrave Avenue West of Marlatt Street
Total Collisions: 2
Injury Collisions: 1
Fatal Collisions: 0

BELLEGRAVE AV & MARLATT ST

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Cross Street: MARLATT ST
Within Distance of: 150
City: Jurupa Valley
Sorted By: Date and Time