

# City of Jurupa Valley

**Traffic Safety Committee**  
**City of Jurupa Valley City Hall**  
**Council Chambers**  
**September 24, 2020**  
**3:00 P.M**  
**8930 Limonite Ave., Jurupa Valley, CA 92509**

## **SPECIAL NOTICE**

*In an effort to prevent the spread of COVID-19 (Coronavirus), and in accordance with the Governor's Executive Order N-29-20, this meeting will be closed to the public. You may watch the live webcast at this line: <https://www.jurupavalley.org/422/Meeting-Videos> Public email comments may be submitted to the Planning Secretary at [greed@jurupavalley.org](mailto: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 Planning 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 at a Traffic Safety Committee Meeting. Comments on Agenda items during the Traffic Safety Committee Meeting can only be submitted to the Planning Secretary by email. The City cannot accept comments on Agenda items during the Traffic Safety Committee Meeting on Facebook, social media or by text.*

## **REGULAR SESSION**

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### **1. 3:00 P.M. – Call to Order and Roll Call for Regular Session**

#### **Committee Members:**

- Carol Crouch, Chair
- Jake Orta, Vice Char
- Steve Loriso, Secretary
- Sgt. Luke Torres
- George Wentz
- Robert Galindo
- Mayra Jackson
- Hugo Bustamante- Alternate

2. Pledge of Allegiance
3. Public Appearance/Comments
4. Approval of Agenda
5. 5.1 Approval of Revised Minutes for Special Meeting, May 30, 2019  
5.2 Approval of October 24 2019 Regular Meeting

#### **NEW BUSINESS ITEMS**

6. Initiating the Local Roadway Safety Plan Project
7. Recommendation for Traffic Safety Committee Meetings meet on a Quarterly schedule. (Item to be recommended to CC agenda)

#### **INFORMATIONAL ITEMS**

8. Status of On-going Projects and Requests

#### **COMMITTEE MEMBER REPORTS AND COMMENTS**

9. Emails to the Traffic Safety Committee
10. Adjournment to October 22, 2020 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](http://www.jurupavalley.org).*

# City of Jurupa Valley

**DRAFT MINUTES**  
**Traffic Safety Committee**  
**CITY OF JURUPA VALLEY**  
**SPECIAL MEETING**  
**May 30, 2019**

**1. Call to Order and Roll Call**

The special meeting of the Jurupa Valley Traffic Safety Committee was called to order at 3:00 pm. May 30, 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** – NONE

**4. Approval of the Agenda**

Vice Chair Orta moved and Member Jackson seconded the motion to approve the May 30, 2019 agenda. The motion was approved 6-1. Revised and approved by the following vote.

Ayes: Crouch, Orta, Lt. Young for Wood, Jonasson for George Wentz, Galindo, Jackson  
Noes: None  
Abstained: None  
Absent: Wentz, Lorisio

## 5. Approval of Minutes

Vice Chair Orta moved and Member Jackson seconded the motion to approve the March 28, 2019 Minutes. The motion was approved by the following vote:

Ayes: Crouch, Orta, Jonasson for Wentz, Jackson, Galindo  
Noes: None  
Abstained: Lt. Young for Wood  
Absent: Wentz, Lorisio

## 6. ROAD DIET PROPOSAL ON CRESTMORE ROAD BETWEEN MISSION BLVD. AND LORING RANCH.

Mr. Taher Jalai, Transportation Manager discussed the various complaints received from residents regarding speeding and street racing on the 4-lane segment of Crestmore Road between Mission Blvd. and Loring Ranch Road and also requesting a all-way stop signs at Crestmore. Mr. Jalai presented recent statistics based on a speed survey conducted in May of 2019 and noted 85 percentile speed on Crestmore Road between Capary Road and Loring Ranch had been documented at 57 mph and 54mph northbound and outbound directions. Mr. Jalai presented points for the Road Diet Benefits such as:

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

Also discussed were the drawbacks such as:

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

### COMMITTEE DELIBERATIONS

- Schedule for implementation 2020 Fiscal Year
- Lack of enforcement concerns
- To included Bike Lanes
- Delineators vs. Box Dots discussion
- To included design of a Cross walk

Vice Chair Orta moved and Member Lt. Jackson seconded the motion to recommendation to include pylons for implementation. The motion was approved 5-2 and Revised and approved by the following vote.

Ayes: Orta, Jonasson for Wentz, Jackson, Galindo, Lt. Young for Wood  
Noes: Crouch

Abstained: None

Absent: Wentz, Loriso

## **7. BELLEGRAVE AVENUE AND MARLATT STREET LINE OF SIGHT.**

Mr. Taher Jalai, Transportation Manager provided information from residents of complaints related to limited line of sight issues at the intersection of Bellegrave Ave and Marlatt Street. Mr. Jalai noted the single-family residential dwelling at the southwest quadrant of the intersection is 4 to 5ft above street level with a retaining wall supporting the front and side yards which results in limited line of site for traffic on Marlatt Street trying to make a right or left-turn. Mr. Jalai stated insufficient sight distance can be a contributing factor in intersection traffic collisions. Staff recommends installation of red curb and edge-line on the west leg of Bellegrave Ave 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.

Vice Chair Orta moved and Member Jackson seconded the motion to approve staff's recommendations. The motion was approved 5-1 and Revised and approved by the following vote.

Ayes: Orta, Jonasson for Wentz, Jackson, Galindo, Lt. Young for Wood

Noes: Crouch

Abstained: None

Absent: Wentz, Loriso

## **8. Information Items**

Staff Member Taher Jalai, presented a brief update on the Jurupa and Van Buren Grade Separation and discussed options for alternative routes to be implemented.

## **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 4:30 pm to the June 27, 2019, meeting at City Hall Council Chambers**

Respectfully submitted,

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Steve Loriso, City Engineer/Secretary

# City of Jurupa Valley

**DRAFT MINUTES**  
**Traffic Safety Committee**  
**CITY OF JURUPA VALLEY**  
**October 24, 2019**

**1. Call to Order and Roll Call**

The special meeting of the Jurupa Valley Traffic Safety Committee was called to order at 3:20 pm. October 24, 2019 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
- Steve Loriso, Secretary
- Sgt. Luke Torres, Member

**Members absent:**

- Jake Orta, Vice Chair
- Robert Galindo, Member
- Myra Jackson, Member
- Hugo Bustamante, Alternate Member

**Attendees:**

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

**2. Pledge of Allegiance** – Committe Member Sgt. Luke Torres led the Pledge of Allegiance

**3. Public Appearance/Comments - NONE**

**4. Approval of the Agenda**

Secretary Loriso moved and Member Jonnasson for Wents seconded the motion to approve the October 24, 2019 agenda. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres

Noes: None

Abstained: None

Absent: Galindo, Orta, Jackson, Bustamante

## **5. Approval of Minutes**

Chair Crouch moved and Secretary Loriso seconded the motion to continue the May 30<sup>th</sup> 2019 Special Meeting Minutes. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres

Noes: None

Abstained: None

Absent: Galindo, Orta, Jackson, Bustamante

Secretary Loriso moved and Chair Crouch seconded the motion to approve the August 22<sup>nd</sup> 2019 Meeting Minutes. The motion was approved by the following vote:

Ayes: Crouch, Jonasson for Wentz, Loriso, Torres

Noes: None

Abstained: None

Absent: Galindo, Orta, Jackson, Bustamante

## **6. REQUEST FOR ALL-WAY STOP SIGN ON WALLACE STREET AT 35<sup>TH</sup> STREET**

Mr. Taher Jalai, Transportation Manager provided information by area residents to Councilman Kelly for an all-way stop control at the intersection of Wallace Street and 35<sup>th</sup> Street. Mr. Jalai stated the project was reviewed by the Traffic Safety Committee on August 24<sup>th</sup> 2019 for consideration for all-way stop control and the Committee requested further analysis and return to the Committee with their findings. Mr. Jalai stated the field review of the intersection indicated that there are existing sight restrictions due to a parked recreational vehicle at the northwest corner with the the private property and a block wall at the northeast corner of the intersection. The intersection is depicted on the Safe Route to School Program for Ina Arbuckle Elementary School with a school crosswalk on the south of the intersection. Based on the findings and field review Committee members noted the intersection of Wallace Street and 35<sup>th</sup> Street does not warrant a All-Way Stop Sign

No formal action taken on the item. Report to be filed.

## **7. PARTIAL DRAFT ENGINEERING AND TRAFFIC SURVEY RESULTS**

Staff Member Taher Jalai, presented a comprehensive report on State of California speed laws and how speed limits are set and enforced. Mr. Jalai stated the City of Jurupa Valley Public Works Department as the authority to establish certain speed limits, by council ordinance. The City has been collecting the necessary data since 2013 to prepare documents for each segment of public roadways and is necessary in order for speed limit violations to be accepted by the courts. Mr. Jalai stated if the posted speed limit is not justified by an Engineering and Traffic Survey conducted within the five years prior to the date of the alleged violation, then the enforcing the speed limit electronically becomes a speed trap. Additionally, if a registered engineer determines that no significant changes have occurred on the roadway after seven years, the Engineering and Traffic Survey can be extended for an additional three years. Mr. Jalai provided some examples of current city streets speed limits for modifications. Committee members reviewed areas for consideration and requested additional review for Goldenwest and Holmes and report back to the Committee.

## **8. INFORMATION ITEMS**

Staff Member Taher Jalai briefed the Committee Members of the November 2<sup>nd</sup> Parade and reviewed the route and duration of the parade.

#### **9. COMMITTEE MEMBER REPORTS AND COMMENTS**

Chair Crouch thanked the staff for providing a more visible sign on Granit Hill and Valley Way.

#### **10. EMAILS TO THE TRAFFIC SAFETY COMMITTEE**

Mr. Jalai noted there were several emails to staff and discussed speeding near Clay Park and resident request speed bumps. Mr. Jalai provided the speed hump policy to the resident.

Secretary Loriso presented to the committee a modified schedule and suggested to the Traffic Safety Committee meet on a quarterly basis. Chair Crouch would like to have that under consideration and would like the item placed at the next TSC Agenda.

**Adjournment at 4:45 pm to a date to be confirmed in early December at City Hall Council Chambers**

Respectfully submitted,

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Steve Loriso, City Engineer/Secretary



# City of Jurupa Valley

## **STAFF REPORT**

**DATE:** SEPTEMBER 24, 2020

**TO:** CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

**FROM:** ROB OLSON, TRANSPORTATION ANALYST

**SUBJECT:** AGENDA ITEM NO. 6  
INITIATING THE LOCAL ROADWAY SAFETY PLAN PROJECT

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### **Recommendation**

Staff recommends that the Traffic Safety Committee evaluate this Staff Report, consider public input, and notify Staff of any additional information that may be needed to proceed with the development of the City of Jurupa Valley Local Roadway Safety Plan.

### **Summary / Issue**

To qualify for state funding through future safety mitigation grants, the City must prepare a data-driven systemic safety analysis program through one of various options. The program will also be used by the City to program future Capital Improvement projects and identify intended funding sources for those. To assist in preparing the program, the City has received funding for, and will be preparing, a Local Roadway Safety Plan (LRSP). Preparation of the LRSP requires data reviews analysis, public input, and the development of vision statements, goals, and identification of areas of emphasis. The intent is to have that process be conducted through the Traffic Safety Committee (TSC). This will be done through a series of partnership meetings, workshops, and public outreach. Staff will be requesting from the TSC direction and content on those items as the program as is developed. Once completed, the LRSP will be a living document that will be regularly updated with current data and the program will be brought back for review to determine if revised goals and emphasis areas should be developed.

### **Background**

A Local Road Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. However, safety projects stemming from the plan need to be consistent with Federal and State project funding requirements if those funds will be used for project implementation. Also, the plan should be viewed as a living document that can be continually reviewed and updated to reflect changing local needs and priorities.

### **Discussion**

In developing an LRSP, the City needs to first consider addressing the following questions:

- What is the purpose or goal?
- Which groups/agencies are critical to include during plan development?
- How will safety problems be identified?
- How will improvement strategies be identified? Prioritized? Implemented?
- How will the plan be monitored and updated?

**Establish a Working Group.** A wide range of stakeholders from the “4E’s” of highway safety should be encouraged to participate in developing an LRSP. The 4E’s refers to the 1) Engineering, 2) Enforcement, 3) Education, and 4) Emergency response communities. Stakeholders can also include those groups with a passion for roadway safety such as parents and civic groups. Local agencies have seen success by designating a safety champion to lead development efforts and identifying a dedicated group of stakeholders to assist in managing the entire process across departments and agencies. This process normally includes planning, implementing, evaluating, and updating.

**Review Collision, Traffic, and Roadway Data.** Stakeholders need to identify and compile relevant safety data to organize the information into categories that highlight an area of concern. These categories could be roadway characteristics, such as geometric conditions; vulnerable users, such as pedestrians; special vehicles, such as bicycles or school buses; or specific collision types, such as head-on collisions. Among the sources of data to include are local law enforcement records, State and local collision databases, local road traffic volumes, and roadway infrastructure records, if available. If data is not readily available, then safety data may become an area of concern of the LRSP, and objectives may include improving data collection.

The next step in developing the LRSP should be to select the areas of most concern related to causes of fatal and serious injury collisions on local roads for at least a 5-year period.

The plan can also identify trends related to shifts in collision types, locations, driver actions (e.g., distracted driving collisions on the rise), and contributing factors.

**Establish goals, priorities, and countermeasures.** Stakeholders need to define priorities and identify a safety goal (e.g., reduce 1 fatality and 10 serious injuries per year), identify countermeasures that correlate to each emphasis area, and include costs, benefits, and deployment levels for each countermeasure such that the safety goal is satisfied. Once stakeholders have agreed on safety countermeasures, the plan can isolate and recommend improvements at identified collision locations, corridors, intersections, etc. The plan should include an approach that may be considered spot, systemic, or comprehensive in nature.

- **Spot** countermeasures are applied at specific locations or roadway segments. An example of this would be reconstructing the 10 curves with the highest number of collisions.
- **Systemic** countermeasures are usually low-cost and deployed in a widespread manner. An example would be adding advisory speed plaques to all curves in the city.
- **Comprehensive** countermeasures can include a spot or systemic countermeasure with the addition of outreach and enforcement. An example would be a coordinated speed enforcement program with an accompanying outreach initiative.

**Implementation and Assessment of the Plan.** Overall, the LRSP should summarize the needs identified, the safety goal, emphasis areas, and a prioritized list of improvements or activities. Additionally, the plan can identify responsibilities and resources to carry out the plan. Items that may also be documented include the stakeholders and process used to develop the plan, successes realized through similar past or current efforts, and obstacles or challenges related to implementation. The working group should monitor the plan to evaluate effectiveness and relevance over time and should adjust the plan periodically or as needed. The LRSP should include information on this evaluation.

**Benefits of a Local Road Safety Plan**

An LRSP can be an effective tool for saving lives and reducing injuries on local rural roadways. While this is ultimately the purpose of an LRSP, there are other benefits that may be realized in the process of developing an LRSP. These benefits are summarized in Table 1.1.

**Table 1: Summary of the Benefits of a Local Roadway Safety Plan**

BENEFIT	DETAILS
<b>Proactive Approach</b>	An LRSP offers a proactive approach for local road agencies to address safety issues. An LRSP can show the public and policy makers that something is being done to systematically reduce severe crashes, thereby building trust with local government officials, key stakeholders, and the general public.
<b>Develop Partnerships</b>	An LRSP provides local agencies an opportunity to improve relationships with the public, stakeholders, and across governmental agencies by working through a collaborative process. Improving road safety is a benefit for everyone involved.
<b>Multi-disciplinary Cooperation</b>	An LRSP is a multi-disciplinary approach to addressing safety. Agencies are better able to develop more effective solutions and leverage resources by considering and coordinating engineering, enforcement, education, and emergency service strategies.
<b>Safer Roadways</b>	An LRSP facilitates a comprehensive approach to addressing road safety that—if successfully implemented—can lead to projects that reduce severe crashes.
<b>Safety Funding</b>	An LRSP with a prioritized list of improvements can help agencies better justify funding requests by documenting specific needs, particularly if they are consistent with emphasis areas and strategies identified in the State’s SHSP. An LRSP also shows that an agency has done its due diligence and can help an agency compete more effectively for limited funds.
<b>Managing Liability</b>	An LRSP is one of several proactive risk management techniques that demonstrate an agency’s responsiveness to the safety needs of the public.

**Critical Success Factors.** The success of an LRSP is dependent on five critical components:

- Having a champion: A champion advocates for the LRSP and gathers the political support to assist in its implementation.
- Developing a clear vision and mission: A strategic vision and mission unite all stakeholders with a common goal.
- Assembling collaborative partners: Partners collaborate to implement the plan.
- Allocating appropriate resources: Manpower and management are essential for ensuring a plan's success.
- Establishing open communication: The LRSP owners should foster open and frequent communication with stakeholders, community partners, and citizens as they develop and implement the plan.

If one of these components is not initially available, the plan should still move forward, as other components may be added or expanded as the plan is refined. For example, the plan may begin with a champion, but partners may be added as the plan develops. In fact, the plan itself may help attract partners. As the LRSP is developed the strategic goals of the other organizations should also be considered and how the proposed LRSP will complement those goals.

The Process of Developing the LRSP. The development of the plan will be a multi-step process and is outlined in Table 2. The development of the plan is expected to take approximately nine months to complete with submission to the Council for review and approval in Summer 2021.

**Next Steps.** City staff is currently collecting and analyzing various sets of data including, but not limited to:

- Current roadway traffic volumes
- Current speed limits within the City
- 5-year collision data

The TSC meetings reviewing this item are intended to be a series of workshops to work through completing the step outlined in Table 2. Between TSC meetings, staff will conduct outreach to project stakeholders to obtain information, from each and identify critical paths for the development both the emphasis areas and potential projects to address stakeholder concerns. As part of this process, a schedule for regular updates to the plan and its elements will be developed. The plan will be a living document that will continue to address the current and ongoing safety concerns of the community and its stakeholders.

At the next TSC meeting, Staff will be conducting the Project Kick-Off. A sample meeting agenda for that kick-off is included in Figure 1. Staff will also be establishing a page on the City's web site to provide information and promote participation in the development of the LRSP.

### **Fiscal Impact**

The City has received a \$72,000 grant from Caltrans and will contribute an additional \$8,000 for a total project cost of \$80,000. The \$8,000 is currently programmed as part of the City's FY20-21 Capital Improvement Program.

**Table 2: Structure of a Local Roadway Safety Plan**

*stakeholder involvement and communication utilized throughout*

<b>Step 1: Establish Leadership</b>	
1. Identify a Champion	5. Develop a Vision, Mission Statement, and Goals
2. Convene a Working Group	6. Gain Leadership Support
3. Identify and Contact Stakeholders	
4. Program Coordination and Sustainability	
<b>Step 2: Analyze Safety Data</b>	
1. Gather Data	3. Data Analysis with other Safety Data
2. Data Analysis with Crash Data	
<b>Step 3: Determine Emphasis Areas</b>	
1. Identify Emphasis Area Objectives and Performance Measures	2. Emphasis Area Examples
<b>Step 4: Identify Strategies</b>	
1. Categorize and Review	2. Propose Ordinances and Policies
<b>Step 5: Prioritize and Incorporate Strategies</b>	
1. Identify Priorities	3. Draft the Plan
2. Determine Intended Implementation Approach for Strategies	
<b>Step 6: Evaluate and Update the LRSP</b>	
1. Monitor Progress	3. Living Document
2. Plan Evaluation	

Figure 1: Sample Kick-Off Meeting Agenda

# Template for Kickoff Meeting Agenda

## City of Jurupa Valley Local Road Safety Plan

### Kick-off Meeting

Date and Time: **[INSERT DATE AND TIME]**

Location: **City Hall  
City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509**

1. Welcome remarks by the Local Road Safety Plan coordinator or champion
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 Emphasis Areas for the Plan
  1. Education
  2. Enforcement
  3. Engineering
  4. Emergency Services
7. Next Meeting – Schedule a date for a follow-up meeting
8. Adjourn
9. Meeting Contact:

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