

City of Jurupa Valley

Traffic Safety Committee
City of Jurupa Valley City Hall
Council Chambers
March 24, 2022
3:00 P.M
8930 Limonite Ave., Jurupa Valley, CA 92509

If you are viewing via the Live Stream at <https://www.jurupavalley.org/422/Meeting-Videos> and wish to speak under either the Public Comments or on a specific item, please submit your questions or comments via email to staff Committee Secretary at greed@jurupavalley.org. Members of the public are encouraged to submit email comments prior to 2:00 p.m. Thursday March 24, 2022, but email comments must be submitted prior to the item being called by the Chair. The Committee Secretary shall announce all email comments, provided that the reading shall not exceed three (3) minutes, or such other time as the Committee may provide, because this is the time limit for speakers a Traffic Safety Committee Meeting. Comments on Agenda items during the Traffic Safety Committee Meeting can only be submitted to the Committee Secretary by email. The City cannot accept comments on Agenda items during the Traffic Safety Committee Meeting on Facebook, social media or by text.

- A. As a courtesy to those in attendance, we ask that cell phones be turned off or set to their silent mode and that you keep talking to a minimum so that all persons can hear the comments of the public and Traffic Safety Committee. The Committee Rules of Procedure and Order require permission of the Chair to speak with anyone at the staff table or to approach the dais.
- B. A member of the public who wishes to speak under Public Comments must fill out a "Speaker Card" and submit it to the City Staff BEFORE the Chairman calls for Public Comments on an agenda item. Each agenda item up will be open for public comments before taking action. Public comments on subjects that are not on the agenda can be made during the "Public Appearance/Comments" portion of the agenda.
- C. If you wish to address the Traffic Safety Committee on a specific agenda item or during public comment, please fill out a speaker card and hand it to the Clerk with your name and address before the item is called so that we can call you to come to the podium for your comments. While listing your name and address is not required, it helps us to provide follow-up information to you if needed. Exhibits must be handed to the staff for distribution to the Committee
- D. As a courtesy to others and to assure that each person wishing to be heard has an opportunity to speak, please limit your comments to 5 minutes.

REGULAR SESSION

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

Committee Members:

- Carol Crouch, Chair
- Robert Galindo
- Paul Toor, Secretary
- Sgt. Javier Morando
- Hugo Bustamante, Vice Chair
- Michael Flad
- Mayra Jackson

2. Pledge of Allegiance

3. Public Appearance/Comments

4. Approval of Agenda

5. Approval of January 27, 2022 Regular Meeting Minutes

OLD BUSINESS

None

NEW BUSINESS ITEMS

6. Review of the Final Draft of the City of Jurupa Valley 2022 Local Roadway Safety Plan.

INFORMATIONAL ITEMS

7. Emails to the Traffic Safety Committee

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

Adjournment to April 28, 2022 Meeting – Council Chambers.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a meeting of the Jurupa Valley Traffic Safety Committee, please call 951-332-6464. Notification at least 48 hours prior to the meeting or time when services are needed will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Agendas of public meetings and any other writings distributed to all, or a majority of, the Jurupa Valley Traffic Safety Committee in connection with a matter subject to discussion or consideration at an open meeting of the Traffic Safety Committee are public records. If such writing is distributed less than 72 hours prior to a public meeting, the writing will be made available for public inspection at the City of Jurupa Valley, 8930 Limonite Ave., Jurupa Valley, CA 92509, at the time the writing is distributed to all, or a majority of, the Jurupa Valley Traffic Safety Committee. The Traffic Safety Committee may also post the writing on its Internet

City of Jurupa Valley

DRAFT MINUTES

Traffic Safety Committee
CITY OF JURUPA VALLEY
January 27, 2022

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. January 27th at 3:00 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

Members present:

- Carol Crouch, Chair
- Hugo Bustamante, Vice-Chair
- Robert Galindo, Member
- Myra Jackson, Member (arrived during Item #6)
- Sgt. Javier Morando, Member
- Paul Toor, City Engineer
- Michael Flad, Assistant City Manager

Members absent:

- None

Attendees:

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

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

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

4. Approval of the Agenda

Vice Chair Bustamante moved and Committee Member Galindo seconded the motion to approve the September 23, 2021 agenda with item #7 removed. The motion was approved by the following vote:

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

Noes: None

Abstained: None

Absent: Jackson

5. Approval of Minutes

Vice Chair Bustamante moved and Committee member Galindo seconded the motion to approve the September 23rd, 2021 Minutes. The motion was approved by the following vote:

Ayes: Bustamante, Galindo, Morando, Flad, Toor
Noes: None
Abstained: Crouch
Absent: Jackson

Old Business Items

None

New Business Items

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

Staff was requested to review traffic safety conditions at the intersection of Baker and 60th Street. Committee Member Galindo moved and Sgt. Morando seconded the motion, to accept staff's recommendations to install additional warning signs, refresh stripping and monitor the situation as things progress. The motion was approved by the following vote:

Ayes: ALL
Noes: None
Abstained: None
Absent: None

7. Request for All-Way Stop Control at the intersection of Camino Jamacha with Avenida Del Ranchos. - Removed

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

Staff provided a presentation and introduced a request from a resident to request all-way stop sign control be installed at the intersection. Staff provided background information of the area and presented recommendations to committee members. Vice Chair Bustamante moved and Committee Member Jackson seconded the motion to accept staff's recommendations to install all-way stop sign control at the intersection. The motion was approved by the following vote:

Ayes: ALL
Noes: None
Abstained: None
Absent: None

9. Request for Traffic Calming on El Palomino Drive Between Haven View Drive and Wendover Drive.

Mr. Rob Olson, Traffic Safety Staff, provided a presentation and introduced a request from a resident who stated concerns of traffic safety conditions and requesting stop signs. Mr. Olson provided and discussed alternatives and provided staff recommendations. Committee Member Galindo moved and Committee Member Jackson seconded the motion approve staff's recommendations to continue to monitor and install signage with weight limits. The motion was approved by the following vote:

Ayes: ALL
Noes: None
Abstained: None
Absent: None

10. Request for a Crosswalk on Lakeview Avenue at Kelsey Place Near Horseshoe Lake Park.

Staff presented information and introduced a request from a resident for staff to consider the installation of a crosswalk on Lakeview Avenue near Horseshoe Lake Park. Vice Chair Bustamante moved and Committee Member Galindo seconded to approve staff's recommendations to monitor the situation, but not install a crosswalk at this time. The motion was approved by the following vote:

Ayes: ALL
Noes: None
Abstained: None
Absent: None

11. Request for Safety Improvements at the Intersection of Wineville Avenue and Limonite Avenue.

Staff presented a request from a resident for safety improvements at the intersection. Staff presented information regarding the history of traffic safety at the intersection and stated that the city does not typically install traffic devices outside of the public right-of-way. Staff stated that the situation at the intersection will be monitored. Committee Member Jackson moved and Vice Chair Bustamante seconded the motion approved to receive and file this report. The motion was approved by the following vote:


Ayes: ALL
Noes: None
Abstained: None
Absent: None

Informational Items

Steff summarized emails submitted to the Traffic Safety account since the last meeting.

Adjournment at 4:32 to the January 27, 2021 Meeting – Council Chambers

Respectfully submitted,


_____ for _____
Paul Toor, Committee Secretary

City of Jurupa Valley

STAFF REPORT

DATE: MARCH 24, 2021

TO: CHAIR CROUCH AND TRAFFIC SAFETY COMMITTEE MEMBERS

FROM: ROB OLSON, TRANSPORTATION ANALYST

SUBJECT: AGENDA ITEM NO. 7

**REVIEW OF THE FINAL DRAFT OF THE CITY OF JURUPA VALLEY 2022
LOCAL ROADWAY SAFETY PLAN**

Recommendation

Staff recommends that:

1. The Committee review and provide any comments on the draft final Local Roadway Safety Plan Report and then receive and file the report.

Summary

In 2019, the City of Jurupa Valley was awarded a Highway Improvement Safety Program (HSIP) grant to prepare a Local Roadway Safety Plan (LRSP). The LRSP provides a systemic, data driven approach for addressing issues that were identified as being present or contributing factors in fatal and serious injury collisions. Identifying factor and conditions that were present at previous fatal and serious injury collisions allows staff to develop projects and programs that can systematically reduce the potential for future serious collisions.

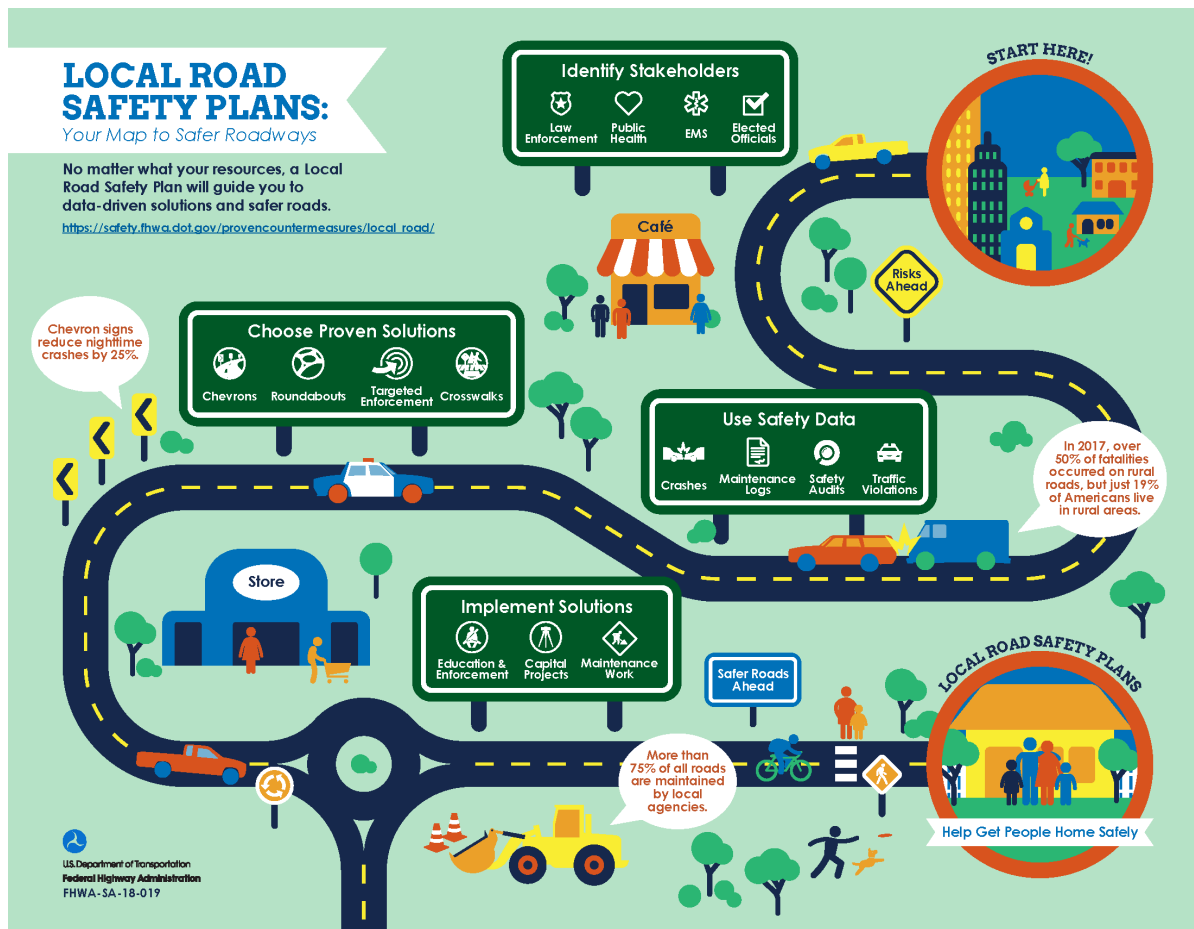
The LRSP will be a “living document” that will be updated on a regular basis to monitor if implemented measures have been effective in addressing issues and to determine what, if any, new issues develop over time and the programs or projects that may be need to address those.

Future Caltrans HSIP grant funding will be dependent on addressing identified safety issues through the application of proven safety countermeasures that have been documented to reduce collision severity and through programs and measures that provide a systematic approach to address identified factors.

Background

The LRSP process is shown in illustrated in Figure 1. The process includes the identification of partners and stakeholders, the collection and analysis of safety data, choosing proven measures and programs, and then implementing those measures. Discussions with the TSC were previously conducted the September 2020 and March 2021 committee meetings.

Figure 1 – Local Roadway Safety Plan Process



Project stakeholders were identified through previous TSC meetings and through discussions with affected agencies, meetings with partner groups, and contacts with other working groups. The identified stakeholders included:

- Jurupa Valley City Council
- Riverside County Sheriff’s Office
- County of Riverside
- Riverside County Fire Department (Cal Fire)
- Jurupa Unified School District
- Jurupa Area Recreation and Parks District
- Riverside University Health System
- California Department of Transportation (Caltrans)
- Residents of Jurupa Valley

Various discussions were conducted to obtain input from the various stakeholders.

Traffic collision data was collected for the 5-year period of 2016 through 2020. Table 1 summarizes the collision data for the analysis period. As shown in the table, there was a total of 4, 826 collisions over the period with a total of 138 fatal and serious injury collisions, as shown in Table 2, or a total of 2.9 percent of all collisions. As noted in the tables, the number of collisions by severity has varied each year; but, there is trend that the number of serious injury collisions is increasing while the total number of collisions was at a 5-year low in 2020. This drop is likely due mostly to the drop in vehicle travel during the pandemic lockdowns and restricted travel.

Table 1 – Intersection versus Non-Intersection Collisions

Collision Location / Severity	2016	2017	2018	2019	2020	total	%
Intersection – Fatal	2	2	11	2	5	22	43%
Non-Intersection / Mid-Block - Fatal	5	8	6	4	6	29	57%
Intersection – Serious Injury	8	9	7	12	12	48	58%
Non-Intersection / Mid-Block - Serious Injury	10	11	4	3	7	35	42%
Intersection – All Injury w/o Fatal	171	196	210	229	178	984	57%
Non-Intersection / Mid-Block – All Injury w/o Fatal	146	136	156	151	142	731	43%
Intersection – Property Damage Only	415	400	390	448	360	2,013	66%
Non-Intersection / Mid-Block – Property Damage Only	261	224	181	211	170	1,047	34%
Intersection – All Collisions	588	598	611	679	543	3,019	63%
Non-Intersection / Mid-Block – All Collisions	412	368	343	366	318	1,807	37%

Source: SWTRS and Riverside County Crossroads database, 2021

Table 2 – Collisions by Severity

Injury Severity	2016	2017	2018	2019	2020	Total	%
Fatal (K)	7	10	17	6	12	52	1.1%
Serious Injury (A)	18	20	11	15	22	86	1.8%
Other Visible Injury (B)	75	73	66	69	68	351	7.3%
Complaint of Pain (C)	200	209	260	266	188	1,123	23.3%
Property Damage Only (O)	700	654	600	689	571	3,214	66.6%
Totals	1,000	966	954	1,045	861	4,826	

Source: SWITRS collision data, 2021.

The LRSP identified trend that appeared in the collision data along with factors that appeared most often in the collision reports. The most frequent collision factors included unsafe speed, improper turning, auto right-of way violations, and driving under the influence. These three issues occurred in more than half of all collisions. The relationship of some factors to one another in the occurrence of collisions is not always clear from the data summaries. But it is likely that a reduction in travel speeds and impaired driving would result in a commensurate reduction in other factors and total collisions. The most frequent types of collisions that occurred were rear end collisions, broadside collisions, hit objects, and sideswipe collisions. In attentive driving was the most common cause for rear end collisions and failing to yield collisions. Speed and impairment often contribute to other hitting roadside objects and sideswiping other vehicles. A summary of the collision types by year are shown in Table 3.

Based on the collision data summaries four emphasis areas were identified along with goals and strategies for each. The emphasis areas are: 1) Reducing Improper turning collisions, 2) Reducing unsafe speed collisions, 3) Reducing right-of-way and failure to yield collisions, and 4) Reducing driving under the influence and impaired driving collisions. The strategies were divided into items of the four E's of addressing traffic safety which are Education, Enforcement, Engineering, and Emergency Services.

Table 3 – Collisions Type by Year

Collision Type	2016	2017	2018	2019	2020	total	%
Broadside	268	275	238	282	231	1,294	26.8%
Head-On	32	38	50	48	55	223	4.6%
Hit Object	173	155	175	185	187	875	18.1%
Other	42	23	21	13	8	107	2.2%
Overtuned	17	8	10	9	10	54	1.1%
Rear-End	283	265	267	292	207	1,314	27.2%
Sideswipe	163	172	161	188	137	821	17.0%
Vehicle-Ped	15	24	30	26	24	119	2.5%
Not Stated / Blank	7	6	2	2	2	19	0.4%
Total	1,000	966	954	1,045	861	4,826	

Source: SWITRS collision data, 2021.

To achieve the goals of the identified collision reduction areas, a set of proven countermeasures were identified for each emphasis area along with a classification into various groups based on the general focus of each type of measure. That was then followed by first identifying general programs and policies that can be used to address the various areas and then to specific projects that can be implemented. After that, a prioritization strategy was developed and the development of specific implementation project for inclusion into the city’s capital improvement program (CIP).

For projects to be advanced, a funding mechanism will need to be addressed for each. Some will be ‘projects of opportunity’ that can be implemented with other programmed capital projects (e.g., including street modifications as part of upcoming maintenance projects), while others may be completed as part of requirements for development projects. A summary list of the identified programs, policies, and projects is provided in the LRSP report.

Staff proposes that the LRSP be evaluated every three years starting in 2025 to see how many goals have been reached or need to be adjusted. The plan-initiated projects will be evaluated for effectiveness every five years after their implementation to determine their effectiveness. As previously noted, the LRSP is required as a supporting document for applications for HSIP funding requests. Therefore, every two years on opposite years as the application year for HSIP grant applications, the plan will be reviewed to ensure it is current for locations where grant funding will be requested.

This LRSP is a living document that is recommended to be updated on a regular basis in order to utilize the latest data and detect trends. Collision data can be used to evaluate the success of the plan. The Jurupa Valley Department of Public Works will be the primary department responsible for updating this LRSP and will host stakeholder meetings to discuss implementation of the plan and strategies for each emphasis area.

Fiscal Impact

Since the LRSP only identifies potential projects and is not proposing any specific projects for immediate implementation, no fiscal impacts have been identified at this time. Any projects that will be implemented as part of capital projects will need to have funding allocated through a capital funding source.

Attachment: Draft Local Roadway Safety Plan Report

Attachment:

DRAFT LOCAL ROADWAY SAFETY PLAN REPORT