CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 12.12
December 13, 2023

Adoption of the 2023 Local Roadway Safety Plan (LRSP)

Prepared By:

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Recommended Action(s)

Staff recommends that the the City Council:

1. Approve the 2023 Local Roadway Safety Plan (LRSP); and
2. Approve and adopt Resolution No. 23-XX, A Resolution of the City Council of the City of Eastvale, approving the 2023 Local Roadway Safety Plan (LRSP) and pledging to take action to improve safety.

Summary

The City of Eastvale Local Roadway Safety Plan (LRSP) is a comprehensive safety assessment of Eastvale's roadway network. The plan includes an analysis of six years of crash data throughout the city, including summaries of overall patterns and trends, as well as a detailed breakdown of collisions for each intersection and roadway segment in the city. The plan outlines areas with the highest safety risk. It proposes countermeasures to improve safety at 12 select locations and the associated costs and potential funding sources for these improvements. Adopting this plan makes the City of Eastvale eligible for future Highway Safety Improvement Plan (HSIP) funding. The report is complete, and a final copy (Attachment 1) is included for reference.

Background

Summary of the LRSP report

The City of Eastvale hired Kimley-Horn to complete the LRSP, which builds off the City's Systemic Safety Analysis Report (SSAR), completed in 2020. Each city and county in the State of California is

required to complete an LRSP every five years to be eligible for Highway Safety Improvement Program (HSIP) funding. The LRSP covers a wide variety of roadway safety issues citywide and considers all modes of transportation. The report analyzes six years of crash data (January 2017 through December 2022), which includes the five years of collision data (January 2015 to December 2019) analyzed in the SSAR. This allows for easy comparison of the two safety reports and highlights where safety performance has changed due to improvements in Eastvale since 2020 or changing traffic patterns. Using quantitative analysis and stakeholder input from local agencies, 12 case study locations were selected throughout the City. After field reviews of these locations, countermeasures to improve safety were developed for each of these locations, with costs and cost-effectiveness figures provided for each of these. Potential sources of funding for these improvements are also provided in the LRSP.

Key findings of the report are:

- There were 1,989 crashes in Eastvale during the study period, including nine (9) fatalities and 34 serious injuries.
- During the study period, total crashes peaked in 2019, and have declined since then.
- The most common cause of collisions in Eastvale was speeding, followed by improper turning and right-of-way violations.
- Aggressive driving was a contributing factor in nearly 24% of collisions.
- Crashes involving younger drivers (25 or younger) accounted for 26% of collisions.
- There were 64 and 63 pedestrian and bicyclist-involved collisions during the study period, respectively.
- 1.7% of collisions occurred in work zones.

Based on these findings, the report found that the following “emphasis areas” provide the opportunity to reduce the largest number of traffic injuries with strategic investment:

1. Aggressive Driving
2. Younger Drivers
3. Work Zones

The 12 case study locations selected as part of this analysis were:

1. Segment: Citrus Street from County Fair Drive to Scholar Way
2. Segment: Scholar Way from Schleisman Road to Citrus Street
3. Signalized Intersection: Harrison Avenue and Star Ruby Avenue
4. Unsignalized Intersection: Cedar Creek Road and Schleisman Road
5. Signalized Intersection: Sumner Avenue and 65th Street
6. Signalized Intersection: Sumner Avenue and Limonite Avenue
7. Signalized Intersection: Hamner Avenue and Swan Lake
8. Segment: Hamner Avenue from Swan Lake to Eastvale Gateway
9. Segment: Limonite Avenue from Planetary Road to I-15 Center Line
10. Signalized Intersection: Eastvale Gateway and Limonite Avenue
11. Segment: 68th Street from Wells Springs Road to I-15 NB Lanes
12. Signalized Intersection: Hamner Avenue and Citrus Street

Safety countermeasures were proposed for each of these locations were developed. The applicable safety measures vary by location, but may include:

- Installing or upgrading crosswalks

- Installing bike lanes along roadway or through intersections
- Improving signal timing
- Making pavement with supplementary warning messages
- Installing retroreflective backplates to signals
- Installing raised medians
- Installing speed feedback signage
- Installing curb extensions
- Installing pedestrian crossing beacons
- Implementing leading pedestrian intervals

When applying for potential funding sources, the City could combine several projects for efficiency and administrative cost savings if more than one application is awarded funding.

Grant Funding

Staff is recommending two City Council Actions. Approval of the LRSP and pledging to eliminate traffic deaths by 2050. These actions will provide eligibility for two grant programs: State Highway Safety Improvement Program (HSIP) funds and Federal Safe Streets for All (SS4A) funds. The HSIP and SS4A grant funding programs require a LRSP or Action Plan. For purposes of the grant funding, an LRSP is an Action Plan. Additionally, the SS4A Federal grant program requires additional items, including a pledge to an eventual goal of eliminating traffic deaths in the community. Therefore, the pledge has been included in the recommendation. The recommended 2050 date for achieving this goal matches the Federal Highway Administration (FHWA) goal date. Staff believes it is already the City's desire to reduce fatalities and serious injuries and the recommendation aligns with that as a pledge and not as a stated goal or requirement.

Environmental

Adoption of the LRSP is expected to have minimal environmental impacts in the City of Eastvale. Safety improvements may result in reductions in speeding and crashes, raising the overall attractiveness of biking and walking in the City, which would have slight reduction in vehicle miles traveled (VMT) and greenhouse gas emissions. Individual projects will be evaluated for CEQA impacts as they are funded and implemented.

Strategic Plan Action - Priority Level: 1 | Target #: E | Goal #: A

Enhance mobility and connectivity.

Fiscal Impact

Completion of this report enables the City to pursue state and federal safety grants for transportation safety enhancements. Many of these grants do require local matching funds. Council will be notified of grant pursuits that would include contributions from the City's General Fund.

Prior City Council/Commission Action

The Council approved the prior Systemic Safety Analysis report which was active for the 5 years (up to 2025). Funding opportunities allowed staff to conduct this update now which will extend the life of the safety plan through the end of 2028.

Attachment(s)

Attachment 1 - Local Roadway Safety Plan - Final report

Attachment 2 - Systemic Safety Analysis Reporting Program (SSARP) - Final report
Attachment 3 - Resolution 23-XX - Draft