

**TRAFFIC**



**PARKING**

# COMMISSION

## AGENDA

### REGULAR MEETING OF THE HEMET TRAFFIC AND PARKING COMMISSION

City Council Chambers  
450 East Latham Avenue, Hemet CA 92543

March 8<sup>th</sup>, 2016  
9:00 AM

*If you wish to make a statement regarding any item on the agenda, please complete a Speaker Card and hand it to the clerk. When the Chairman calls for comments from the public on the item you wish to address, step forward to the lectern and state your name and address. **Only testimony given from the lectern will be heard by the Traffic and Parking Commission and included in the record.***

**1. CALL TO ORDER:**

**Roll Call:** Chairman C.W. Cecchi, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and Stephen Covington

**Invocation and Flag Salute:** Commissioner Cecchi

**2. APPROVAL OF MINUTES:**

**A.** Minutes for the Traffic and Parking Commission of January 12, 2016

**3. PUBLIC COMMENTS:**

*Anyone who wishes to address the Commission regarding items **not on the agenda** may do so at this time. Please line up at the lectern when the Chairman asks if there are any communications from the public. When you are recognized, please give your name and address. Please complete a Speaker Card and hand it to the Clerk so that we have an accurate recording of your name and address for the minutes.*

## Action Items

**Meeting Procedure for Action Items:**

1. Receive Staff Presentation
2. Commissioners report any Site Visit and ask questions of staff
3. Receive comments from the public.
4. Close the Action Item
5. Traffic and Parking Commission Discussion and Motion

4. **TRAFFIC SIGNAGE AND GOLF CART CROSSING ON MAYBERRY AVENUE EAST OF PANORAMA DRIVE.** – Patrick Burnight, Director of the golf course at Panorama Village requested signage regarding golf cart crossings as well as painted crossings on the roadway. The locations of the crossings being proposed are generally located between Lyon Avenue and Palm Avenue on Mayberry Avenue.

**Information:**

Requestor: Patrick Burnight, Director of Panorama Village – Golf Course  
Location: Mayberry Avenue just east of Panorama Drive  
Engineer: Steven Latino, Engineering Director/City Engineer

**Recommended Action:**

That the Traffic and Parking Commission:

1. *Approve the Engineering Director/City Engineer to prepare a Resolution to the City Council, recommending the allowance of Golf Cart Crossings at Panorama Village Golf Course pending installation/relocation of the golf cart ramps by Panorama Village to create as close to a 90-degree crossing as possible.*

5. **REMOVAL OF 2-HOUR PARKING EAST SIDE OF LAURSEN STREET BETWEEN LATHAM AVENUE AND ST. JOHN PLACE.** – Gene Reiver, Hemet Valley Medical Center has submitted a request for the removal of the 2-hour parking along the west side of Laursen Street between Latham Avenue and St. John’s Place.

**Information:**

Requestor: Gene Reiver, Hemet Valley Medical Center  
Location: Laursen St., South of Latham Avenue, North of St. John Place.  
Engineer: Steven Latino, Engineering Director/City Engineer

**Recommended Action:**

That the Traffic and Parking Commission:

1. *Research the topic further by polling the businesses adjacent to the area to determine if the two hour parking is required and report back at the next Traffic and Parking Commission.*

6. **ADDITIONAL SIGNAGE AND STRIPING AT DEVONSHIRE AVENUE AND MYERS STREET** – Marie McDonald addressed the Commission at the previous meeting (January 12, 2016), regarding the subject intersection and the fact that vehicles heading westbound on Devonshire Avenue have a hard time navigating the turn to southbound Myers Street.

**Information:**

Requestor: Marie McDonald  
Location: Devonshire Avenue at Myers Street  
Engineer: Steven Latino, Engineering Director/City Engineer

**Recommended Action:**

That the Traffic and Parking Commission:

1. *Discuss their findings from visiting the site and make recommendations based on their review.*

7. **TRAFFIC SIGNAL AT STETSON AVENUE AND KIRBY AVENUE** – There have been several requests and conversations regarding red light running at the subject signal. During the previous Traffic and Parking Commission, Traffic Sergeant Reinbolt attested that officers have visited this location several times and have seen no violations. There have also been several requests regarding protected left-turns for north/southbound at this location.

**Project Information:**

Location: Stetson Avenue at Kirby Avenue  
Engineer: Steven Latino, Engineering Director/City Engineer

**Recommended Action:**

That the Traffic and Parking Commission:

1. *Recommend that no action be taken at this time based on the following items:*
  - a. *The timing sheet showing that minimum yellows and an all red phase are present at this intersection.*
  - b. *Protected Left Turns are not justified by the study completed by Counts Unlimited on Tuesday, April 29, 2014.*

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**DEPARTMENT REPORTS**

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8. **ENGINEERING DIRECTOR REPORTS:** *Verbal reports from Engineering Director*
  - A. City's 5-Year CIP Update and Budget Process
  - B. Radar and Speed Surveys for 2016
  - C. Citywide Traffic Signal Timing Updates

**9. TRAFFIC AND PARKING COMMISSIONER REPORTS:** *Commissioner Reports on meetings attended, future agenda item requests, or other matters of Engineering interest.*

- A. Chairman C.W. Cecchi
- B. Vice-Chair Farrah Fowler
- C. Commissioner Oltman
- D. Commissioner Funkhouser
- E. Commissioner Covington

**10. FUTURE AGENDA ITEMS/CONTINUED ITEMS:**

- A. SB Left Turn into Del Webb Community at Corte del Mar from Warren Rd.
- B. Removal of 2-hour Parking Signs on Laursen Street west of the Hospital.
- C. Stop sign request for Chambers St & Slate St.
- D. 2-Hour Parking at the Train Depot – City is still working on agreement with RCTC.
- E. 4-Way Stop at Palm Ave. & Mayberry Ave. – Counts Unlimited is investigating.
- F. Stop Sign at Latham Ave. & Tahquitz Ave. – Sight Distance Issue continued

**11. ADJOURNMENT:** To the **Meeting of the Hemet Traffic and Parking Commission** scheduled for **May 10, 2016 at 9:00 AM** to be held at the City of Hemet Council Chambers located at 450 E. Latham Avenue, Hemet, California 92543.

**NOTICE TO THE PUBLIC:**

Any writings or documents provided to a majority of the Traffic and Parking Commission regarding any item on this agenda will be made available for public inspection at the Engineering Department counter of the Covell Building located at 510 E. Florida Avenue during normal business hours. Agendas for Traffic and Parking Commission meetings are posted at least 72 hours prior to the meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact the Engineering Department office at (951) 765-2360. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to insure accessibility to the meeting. (28 CFR 35.102-35.104 ADA Title II).

# AGENDA # 4



## *Staff Report*

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TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: March 8, 2016

RE: Traffic Signage and Golf Cart Crossing on Mayberry Avenue East of Panorama Drive

### **BACKGROUND:**

Mr. Patrick Burnight, Director of the golf course at Panorama Village requested signage regarding golf cart crossings as well as painted crossings on the roadway. The locations of the crossing being proposed are generally located between Lyon Avenue and Palm Avenue on Mayberry Avenue.

### **ANALYSIS:**

Engineering has reviewed the location, and noted that the current location of the crossings has ramps at the eastern crossing on both the north and south side of the street; however, the western crossing appears that the carts are using a residential driveway on the south side of the street and a ramp on the north side of the street. Golf cart crossings are guided by Section 2 of the California Manual on Uniform Traffic Control Devices in regards to signage; however, the California Vehicle Code is referenced. In accordance with Section 21115.1:

(a) Notwithstanding Section 21115, a local authority may, by ordinance or resolution, establish crossing zones, for use by golf carts at any time other than during darkness, on any street, other than a state highway, that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course. The crossing zones shall be at an angle of approximately 90 degrees to the direction of the roadway. The ordinance or resolution shall not become effective until submitted to the law enforcement agency having primary jurisdiction over the street, the law enforcement agency finds and determines that the conditions pertaining to that street, with the addition of proper signs, markers, or lighting, or any combination of those, will permit the establishment of a golf cart crossing with reasonable safety, and the signs, markers, or lighting specified by the law enforcement agency are in place.

(b) Subdivision (a) does not constitute precedent for the operation of golf carts on any street or highway other than in a crossing zone established pursuant to subdivision (a).

(c) For purposes of this section, a "golf cart" includes a low-speed vehicle.

Furthermore, Engineering was able to locate the resolution for Seven Hills, which has been attached for reference. The overlying concern is that the location is not conducive to a perpendicular (90-degree) crossing of the carts.

**RECOMMENDED ACTION:**

City staff respectfully recommends that the Traffic and Parking Commission authorize the Engineering Director/City Engineer prepare a Resolution to the City Council, recommending the allowance of Golf Cart Crossings at Panorama Village Golf Course pending installation/relocation of the golf cart ramps by Panorama Village to create as close to a 90-degree crossing as possible.

Respectfully submitted,



Steven Latino  
Engineering Director/City Engineer

Attachment(s): A. Aerial of Panorama Village  
B. Seven Hills Golf Cart Crossing Resolution (Reso 2173)

Attachment A  
Aerial of Panorama Village



**Attachment B**  
**Seven Hills Golf Cart Crossing Resolution (Reso 2173)**

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RESOLUTION NO. 2137

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, AUTHORIZING GOLF CARTS ON CERTAIN STREETS WITHIN THE CITY

WHEREAS, the City Council finds that the streets within the development known as Seven Hills, which are bordered on the north by Stetson Avenue, on the east by Lyon Avenue, and on the west and south by vacant land, are adjacent to the golf course known as Seven Hills; are between the golf course and the place where golf carts are parked or stored; all are within one mile of the golf course; and that golf carts may safely operate on such streets with regular vehicular traffic,

NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:

1. All streets within the development known as Seven Hills, bordered on the north by Stetson Avenue, on the east by Lyon Avenue, and on the south and west by vacant land, and excluding therefore Stetson Avenue and Lyon Avenue, are hereby designated for the combined use of vehicular and golf cart traffic, provided golf carts comply with the following rules and regulations:

- (a) There shall be a standard type yellow warning sign posted at each entrance to the development, which sign shall not be less than 36" x 36" with black lettering not less than 5" in height which reads: "CAUTION - GOLF CARTS ON STREETS"
- (b) All crossings from one point on the golf course to another such point which crosses any street, shall be delineated with

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white paint on the street in a similar configuration as a pedestrian crosswalk. The painting shall consist of two parallel white lines 12" wide, extending at 90° angles from the curbs and shall be 12' apart from their inside edges. There shall also be cross-hatch marks, 12" wide, 48" apart, extending between the parallel lines across the roadway.

- (c) Each crossing shall be posted, not less than 100' nor more than 200' from the crossing on the right side of the roadway, in each direction with a standard yellow warning sign, not less than 30" x 30" with black lettering not less than 5" in height which reads:  
"GOLF CART CROSSING AHEAD."

2. OPERATING REGULATION

- (a) The maximum speed limit for golf carts operated on, upon or across, any such streets shall be 15 miles per hour.
- (b) While operating upon such streets, golf carts shall be driven as close as is practicable to the right-hand edge of the roadway, except when turning left or when crossing a street.
- (c) When operated on or across such streets during darkness, golf cart equipment shall comply with California Vehicle Code Section 24001.5 et. seq.

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(d) All rules of the road as applied by the California Vehicle Code and local ordinance or resolution shall be observed by all golf cart traffic.

(e) Each operator of a golf cart on such streets shall have in his or her possession a valid operator's license pursuant to California Vehicle Code Section 12500.

2. This resolution shall not become effective until appropriate signs and crossings have been posted and installed.

3. The location of crossings shall be determined by the traffic officer in cooperation with the management of the Seven Hills development.

MOVED, PASSED and ADOPTED this 27th day of July, 1982, by the following vote:

- AYES: Councilmembers Baskett, Herron, Morgan, Ward.
- NOES: None.
- ABSENT: None.
- ABSTAIN: Young.

  
Mayor - City of Hemet

ATTEST:  
  
City Clerk - City of Hemet

# AGENDA # 5



## *Staff Report*

TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: March 8, 2016

RE: Removal of 2- Hour Parking, East Side of Laursen Street between Latham Avenue and St. John Place

### **BACKGROUND:**

Gene Reiver, Hemet Valley Medical Center has submitted a request for the removal of the 2-hour parking along the west side of Laursen Street between Latham Avenue and St. John Place.

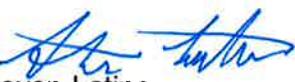
### **ANALYSIS:**

Engineering staff has looked over the location, and noted that there is only this one block of 2-hour parking along Laursen Street in the vicinity of the Hemet Hospital. It is unclear if this parking is necessary for the adjacent businesses, and this item should be researched further prior to taking action; however, due to the lack of institutional knowledge on this topic it was determined that this item be brought forth to the Traffic and Parking Commission for discussion. It was further noted, that on September 11, 2012 Rene Gomez suggested to the City Council to consider removing the 2-hour parking limit on Laursen Street west of the hospital. At the time, Mayor Youssef referred Mr. Gomez to the City Manager's Office and encouraged this item be brought to the City's Traffic and Parking Commission.

### **RECOMMENDED ACTION:**

City staff respectfully recommends that the Traffic and Parking Commission discuss this item and the history they may have on it. Upon completion of the discussion, if the intent is to remove the timed parking, authorize the Engineering Director/City Engineer to reach out to the local businesses and see if this parking is needed for their operations. If there are no arguments to keep the timed parking, authorize the Engineering Director/City Engineer to remove the parking; otherwise the Engineering Director/City Engineer will report back if it is to remain.

Respectfully submitted,

  
Steven Latino  
Engineering Director/City Engineer

Attachment(s): A. Aerial Location Map 2-Hour Parking

Exhibit A  
Aerial Location Map of 2-Hour Parking  
Laursen Street between Latham Avenue and St. John Place



33°44'56.32" N 116°57'38.62" W elev. 1648 ft eye alt. 4043 ft

Google Earth

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# AGENDA # 6

## Staff Report



TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: March 8, 2016

RE: Additional Signage and Striping at Devonshire Avenue and Myers Street

### **BACKGROUND:**

Marie McDonald has been working with Engineering Staff to get additional signage and striping at the subject location. Ms. McDonald addressed the Commission at the previous meeting (January 12, 2016), regarding the subject intersection and the fact that vehicles heading westbound on Devonshire Avenue have a hard time navigating the turn to southbound Myers Street at night.

### **ANALYSIS:**

Engineering has reviewed the location, and in order to address Ms. McDonald's concern authorized the Public Works department to install intersection warning signs in advance of the intersection consistent with other locations at the City (Attachment B) and the California Manual on Uniform Traffic Control Devices. This area of Devonshire Avenue is a 2-lane facility with narrow graded shoulders or no shoulders at all. Myers Street is in also a 2-lane facility south of the intersection but generally has large graded shoulders. Both of these streets remain unimproved in terms of street lighting and width. This will be conditioned as a function of development in the area.

Even after the installation of the intersection warning signs, Ms. McDonald still has a remaining concern regarding turning from Devonshire Avenue westbound to Myers Street Southbound. At the conclusion of the last Traffic and Parking Commission meeting, it was decided that Commissioners would visit the site at night and make any additional recommendations.

### **RECOMMENDED ACTION:**

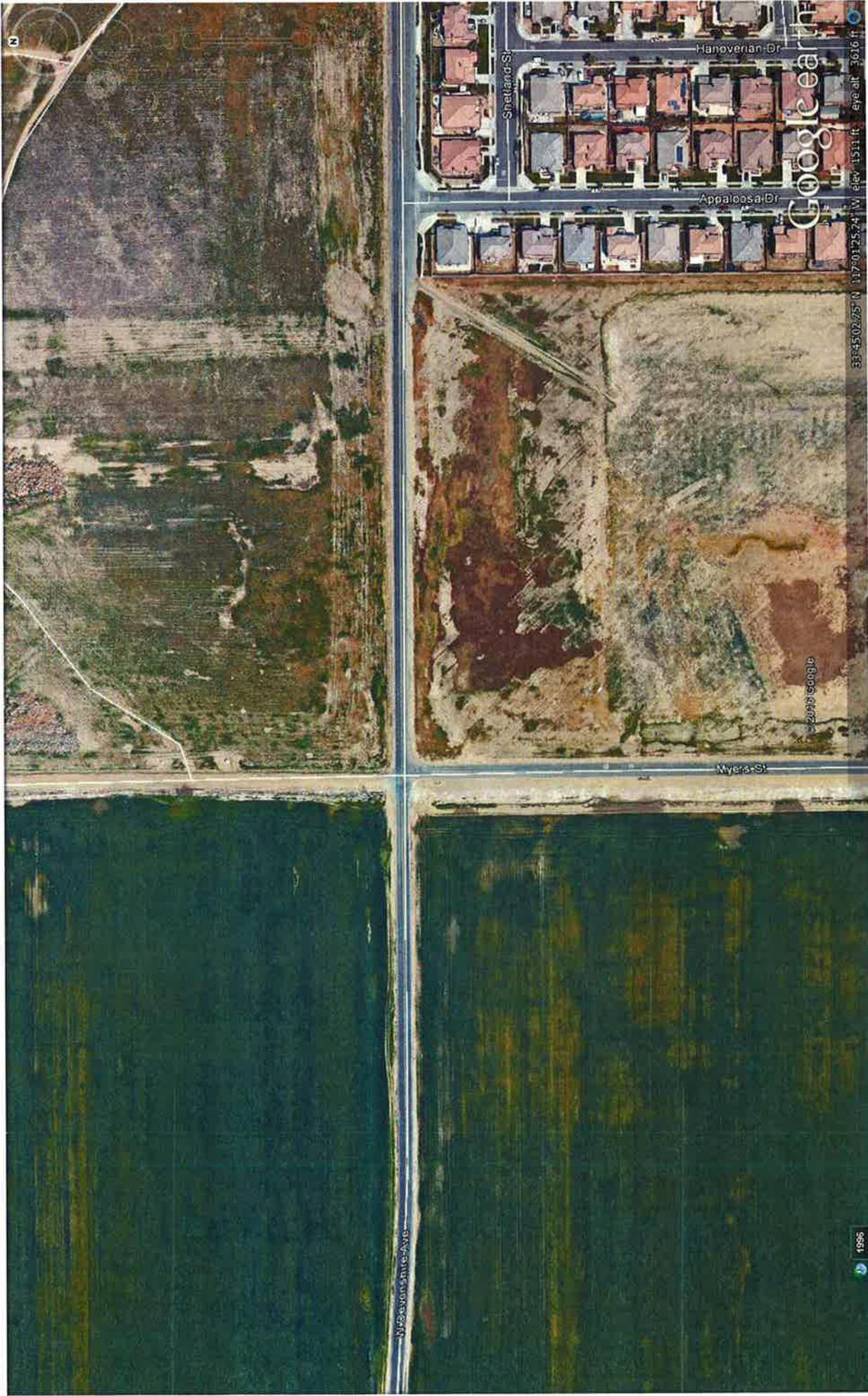
City staff respectfully recommends that the Traffic and Parking Commission discuss their findings and recommend a solution, authorizing the Engineering Director/City Engineer move forward in a direction consistent with their findings.

Respectfully submitted,

Steven Latino  
Engineering Director/City Engineer

Attachment(s): A. Aerial of Devonshire Avenue at Myers Street  
B. Diagram of Advanced Warning Signs

Attachment A  
Aerial of Devonshire Avenue at Myers Street



33°45'02.05" N 117°01'25.24" W elev: 1531 ft eye alt: 3616 ft

Google Earth

© 2015 Google

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W Devon Shire Ave

Myers St

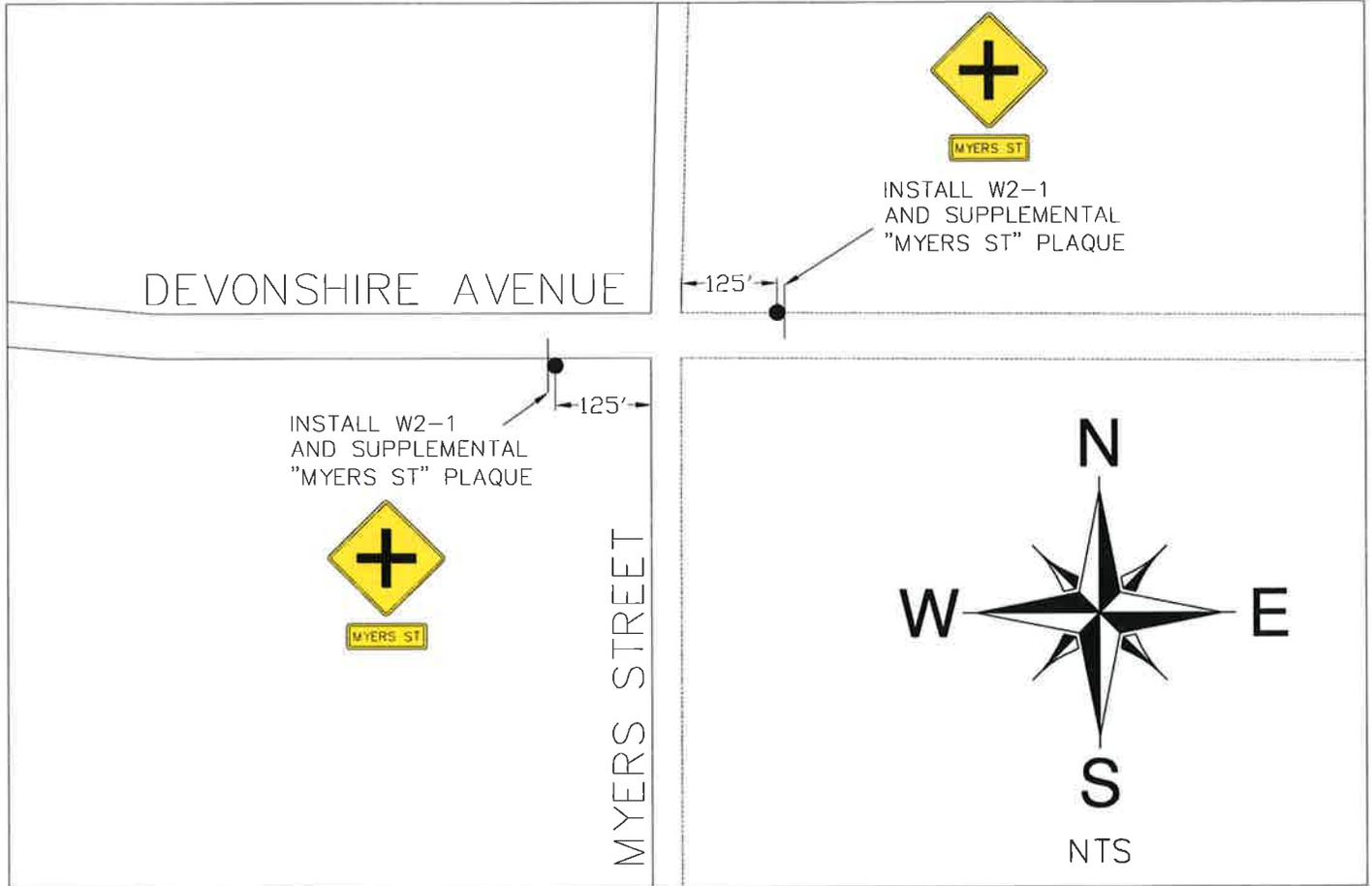
Appaloosa Dr

Shetland St

Hanoverian Dr

**Attachment B**  
**Diagram of Advanced Warning Signs**

# CITY OF HEMET PROPOSED SIGNING DEVONSHIRE AVENUE AT MYERS STREET



**Table 2C-4. Guidelines for Advance Placement of Warning Signs**

Posted or 85th-Percentile Speed	Condition A: Speed reduction and lane changing in heavy traffic*	Advance Placement Distances†							
		Condition B: Deceleration to the posted advisory speed (v <sub>pa</sub> ) for the condition							
		0'	10'	20'	30'	40'	50'	60'	70'
25 mph	225 ft	100 ft	NA <sup>‡</sup>	—	—	—	—	—	—
25 mph	325 ft	100 ft	NA <sup>‡</sup>	NA <sup>‡</sup>	—	—	—	—	—
30 mph	380 ft	100 ft	NA <sup>‡</sup>	NA <sup>‡</sup>	—	—	—	—	—
35 mph	465 ft	100 ft	NA <sup>‡</sup>	NA <sup>‡</sup>	—	—	—	—	—
40 mph	570 ft	125 ft	100 ft	100 ft	—	—	—	—	—
45 mph	725 ft	175 ft	150 ft	100 ft	100 ft	—	—	—	—
50 mph	880 ft	250 ft	200 ft	175 ft	150 ft	—	—	—	—
55 mph	990 ft	325 ft	275 ft	225 ft	200 ft	175 ft	—	—	—
60 mph	1,100 ft	400 ft	350 ft	300 ft	275 ft	250 ft	150 ft	—	—
65 mph	1,250 ft	475 ft	425 ft	400 ft	350 ft	325 ft	200 ft	150 ft	—
70 mph	1,400 ft	550 ft	500 ft	450 ft	400 ft	375 ft	275 ft	150 ft	—
75 mph	1,550 ft	625 ft	575 ft	500 ft	450 ft	425 ft	325 ft	200 ft	100 ft

\* The distances are adjusted for a sign legibility distance of 150 feet for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an upright warning symbol sign. For Conditions A and B, warning signs with less than 6 inch legend or more than 14 inch words, a maximum of 600 feet should be added to the advance placement distance to provide adequate legibility of the warning sign.

† Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane End. The distances are determined by obtaining the driver's PRT of 14.0 to 14.5 seconds for vehicle maneuvers (2005 AASHTO Policy Exhibit 3-1, Decision Sign Distance: Avoidance Maneuvers) minus the legibility distance of 150 feet for the appropriate sign.

‡ Typical conditions are the warning of a potential slip situation. Typical signs are Slip Ahead, Yield Ahead, Stop Ahead, and Intersection Warning signs. The distances are based on the 2005 AASHTO Policy Exhibit 3-1, Slipping Sign Distance, providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second<sup>2</sup> minus the sign legibility distance of 150 feet.

§ Typical conditions are locations where the road user must decrease speed to maneuver through the signed condition. Typical signs are Turn, Curve Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 10 feet/second<sup>2</sup> minus the sign legibility distance of 250 feet.

¶ No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and offset signing. An alignment warning sign may be placed anywhere past the point of curvature up to 100 feet in advance of the curve. However, the alignment warning sign should be installed in advance of the curve side of least 100 feet from any other sign.

‡ The minimum advance placement distance is listed as 100 feet to provide adequate spacing between signs.

# AGENDA # 7



## *Staff Report*

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TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: March 8, 2016

RE: Traffic Signal at Stetson Avenue and Kirby Avenue

### **BACKGROUND:**

There have been several request and conversations regarding red light running at the subject signal. During the previous Traffic and Parking Commission, Traffic Sergeant Reinbolt attested that officers have visited this location several times and have seen no violations. There have also been several request regarding protected left-turns for north/southbound at this location.

### **ANALYSIS:**

Engineering has reviewed the location, and based on collision reports and timing parameters there are no issues in regards to Engineering solutions. It was noted that the signal also includes a 1.0 second all-red phase prior to the next green phase beginning. Based on testimony at the last Traffic Commission meeting from Sergeant Reinbolt the times they have patrolled this area they have had no violations in regards to red light running.

In regards to the protected left-turns at this location, the California Manual on Uniform Traffic Control Devices was referenced for the requirements. In accordance with Section 4D.19 Signal Indications for Protected Only Mode Left-Turn Movements:

Protected left turn phases should be considered where such alternatives couldn't be utilized, and one or more of the following conditions exist:

1. Collisions - Five or more left turn collisions for a particular left turn movement during a recent 12-month period.
2. Delay - Left-turn delay of one or more vehicles, which were waiting at the beginning of the green interval and are still remaining in the left turn lane after at least 80% of the total number of cycles for one hour.
3. Volume - At new intersections where only estimated volumes are available, the following criteria may be used. For pre-timed signal or a background-cycle-controlled actuated signal, a left turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more.
4. Miscellaneous. Other factors that might be considered include but are not limited to: impaired sight distance due to horizontal or vertical curvature, or where there are a large percentage of buses and trucks.

Staff has reviewed the City's collision database, and noted that there were three potential collisions that could have met the first criteria (see Attachment B). After a review of the collision reports, only two were actually correctable with Left Turn Phasing; however, they did not occur within a 12-month period. This shows that Item 1 in the list above is not satisfied. Staff also had Counts Unlimited perform a study of the intersection on April 29, 2014 (see Attachment C). The study showed that during the peak hours (both AM and PM) only 1 vehicle was left in the left turn pocket through all cycles. This shows that Item 2 in the list above is not satisfied. Item 3 pertains to new signals and is not satisfied, and Item 4 is not justifiable based on the geometry at this intersection.

**RECOMMENDED ACTION:**

City staff respectfully recommends that the Traffic and Parking Commission take no action in regards to this item based on the following:

- a. The timing at this intersection has a one second all red, and based on Sergeant Reinbolt's experience and multiple patrols there have been no violations.
- b. Protected Left Turns are not justified by the study completed by Counts Unlimited on Tuesday, April 29, 2014.

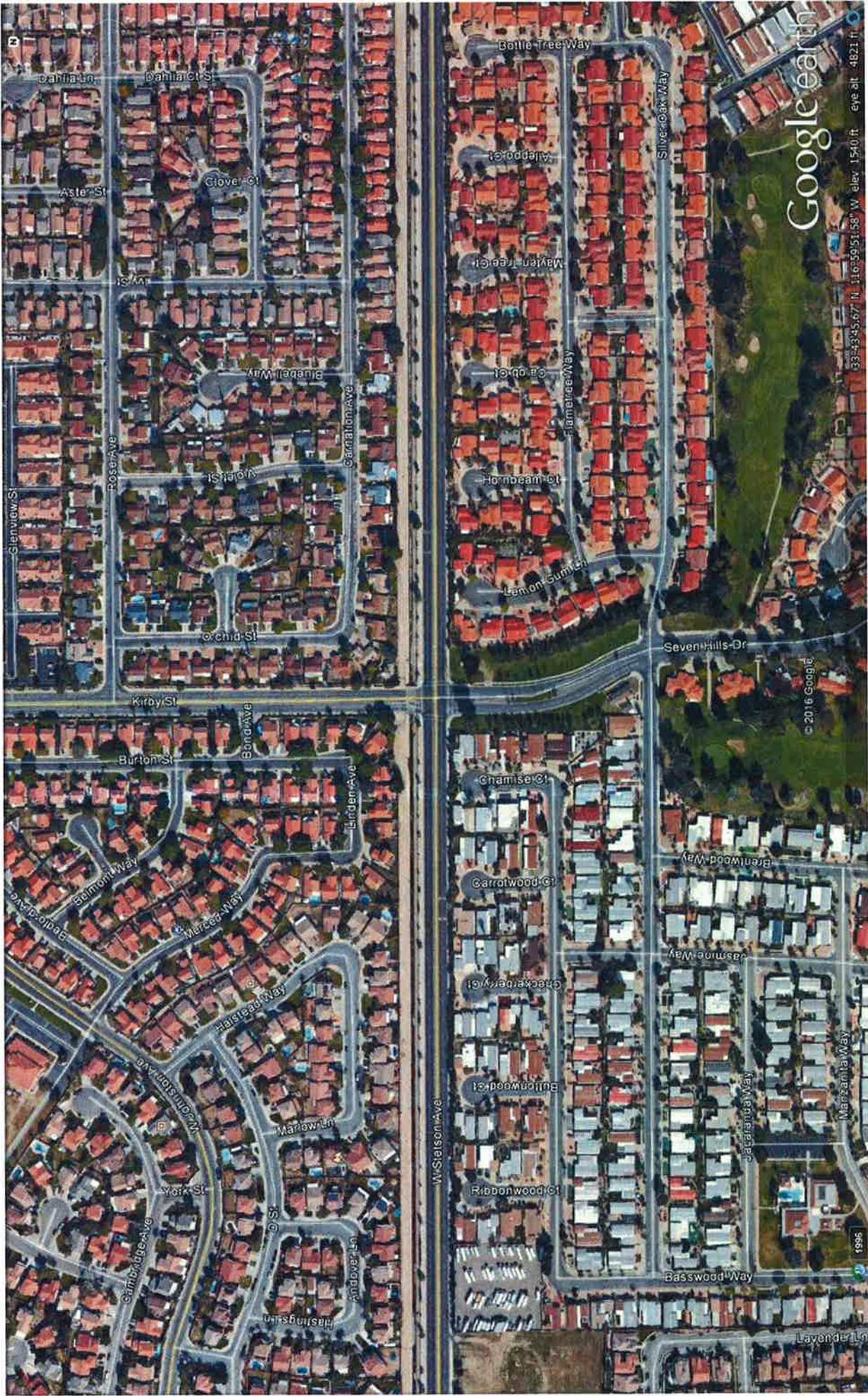
Respectfully submitted,



Steven Latino  
Engineering Director/City Engineer

Attachment(s): A. Aerial of Stetson Avenue and Kirby Street  
B. Collision History Report January 2012 – Current  
C. Counts Unlimited Left Turn Study, Tuesday, April 29, 2014

Attachment A  
Aerial of Stetson Avenue and Kirby Street



Google earth

33°43'45.67" N 116°59'51.58" W elev. 1540 ft eye alt. 4821 ft

© 2016 Google

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Attachment B  
Collision History Report January 2012 – Current

**City of Hemet  
Traffic Bureau**

**Collision Report Summary**

3/1/2016  
**Date Range Reported:** 1/1/12 - 3/1/16  
**Total Number of Collisions:** 19  
**Total Number of Persons Injured:** 14  
**Total Number of Persons Killed:** 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
12-900045	1/31/12	10:10	Stetson Av & Kirby St	0'	In Int.	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	1 0
12-900162	5/22/12	14:42	Stetson Av & Kirby St	500'	East	Sideswipe	Other Motor Vehicle	West	Making U Turn	West	Proceeding Straight	Improper Turning	0 0
12-900172	5/31/12	9:46	Stetson Av & Kirby St	0'	In Int.	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	1 0
12-900323	10/23/12	19:24	Stetson Av & Kirby St	173'	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Driving Under Influence	0 0
13-1930	3/3/13	10:13	Stetson Av & Seven Hills Dr		27' W/ 21' S/	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Making Left Turn	Auto R/W Violation	0 0
13-4719	5/30/13	13:26	Stetson Av & Seven Hills Dr	40'	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0 0
13-6110	7/12/13	18:33	Kirby St & Stetson Av		40' N/ 20' E/	Broadside	Other Motor Vehicle	North	Proceeding Straight	South	Proceeding Straight	Auto R/W Violation	1 0
13-8450	9/23/13	15:18	Stetson Av & Seven Hills Dr	0'	In Int.	Broadside		West	Proceeding Straight	North	Making Right Turn	Other Hazardous Movement	1 0
13-8885	10/7/13	7:27	Kirby St & Stetson Av	26'	North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	1 0
14-1686	2/27/14	11:39	Stetson Av & Kirby St	0'	In Int.	Head-On	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	0 0
14-4934	6/19/14	10:45	Kirby St & Stetson Av	0'	In Int.	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1 0
14-6361	8/7/14	12:40	Stetson Av & Kirby St	715'	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Slowing / Stopping	Following Too Closely	3 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
14-6487	8/11/14	16:32	Stetson Av & Kirby St	23'	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	1 0
14-9195	11/9/14	15:25	Stetson Av & Kirby St	0'	In Int.	Rear-End	Other Motor Vehicle	East	Slowing / Stopping	East	Stopped In Road	Unsafe Speed	1 0
15-422	1/15/15	9:32	Stetson Av & Kirby St	0'	In Int.	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	1 0
15-2039	3/9/15	7:34	Stetson Av & Seven Hills Dr	26'	West		Other Motor Vehicle	East	Proceeding Straight	East	Slowing / Stopping	Unsafe Speed	0 0
15-3127	4/12/15	17:30	Stetson Av & Kirby St	0'	In Int.	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	1 0
15-3907	5/6/15	17:25	Stetson Av & Kirby St	379'	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Slowing / Stopping	Unsafe Speed	1 0
15-4243	5/18/15	8:28	Stetson Av & Kirby St	0'	In Int.	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Making Left Turn	Auto R/W Violation	0 0

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## Settings Used For Query

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<u>Parameter</u>	<u>Setting</u>
Street Name	KIRBY ST
Cross Street	STETSON AV
Starting Date	1/1/2012
Ending Date	3/1/2016
Distance from Intersection	>= 0' for non rear-end collisions >= 0' for rear-end collisions

Attachment C  
Counts Unlimited Left Turn Study, Tuesday, April 29, 2014

City of Hemet  
Kirby Street/Stetson Avenue  
LeftTurn Queue  
Tuesday, April 29, 2014

	SB Left			NB Left		
	In Queue	Thru on Green	Left in Queue	In Queue	Thru on Green	Left in Que
7:00	1	1	0	7:01	0	0
7:01	0	0	0	7:02	0	1
7:03	1	1	0	7:04	0	0
7:04	0	0	0	7:06	0	1
7:06	0	0	0	7:07	1	1
7:07	0	0	0	7:09	1	1
7:09	0	0	0	7:10	1	1
7:11	1	1	0	7:12	0	0
7:12	0	0	0	7:13	1	1
7:14	0	0	0	7:15	0	0
7:16	0	0	0	7:17	1	1
7:17	0	0	0	7:18	0	0
7:19	0	0	0	7:20	0	1
7:20	0	0	0	7:22	0	1
7:22	0	0	0	7:23	1	1
7:24	0	0	0	7:25	0	0
7:25	0	0	0	7:26	1	1
7:27	1	1	0	7:28	3	3
7:29	1	1	0	7:30	4	4
7:30	0	0	0	7:32	2	2
7:32	0	0	0	7:33	1	1
7:34	0	0	0	7:35	1	1
7:35	0	0	0	7:36	1	1
7:37	0	0	0	7:38	1	1
7:39	1	1	0	7:40	0	0
7:41	0	0	0	7:42	2	3
7:42	1	1	0	7:43	0	0
7:44	0	0	0	7:45	0	1
7:45	0	0	0	7:46	0	0
7:47	0	0	0	7:47	2	2
7:49	0	0	0	7:48	3	4
7:50	0	0	0	7:50	1	2
7:52	1	1	0	7:52	1	1
7:54	1	1	0	7:53	0	0
7:56	4	4	0	7:55	1	1
7:57	0	0	0	7:57	2	2
7:59	0	0	0	7:59	1	1
8:01	0	0	0	8:01	1	1
8:03	0	0	0	8:02	2	3
8:04	1	1	0	8:04	0	0
8:06	0	0	0	8:05	1	1
8:07	0	0	0	8:07	2	3
8:09	0	0	0	8:09	1	1
8:11	1	1	0	8:11	2	3
8:13	1	1	0	8:12	0	0
8:14	0	0	0	8:14	1	1

8:16	0	0	0	8:15	1	1	0
8:18	0	0	0	8:17	1	2	0
8:19	0	0	0	8:18	2	2	0
8:21	0	0	0	8:20	2	2	0
8:23	0	0	0	8:22	1	2	0
8:24	2	2	0	8:24	2	2	0
8:26	1	1	0	8:25	2	2	0
8:28	1	1	0	8:27	2	2	0
8:29	1	1	0	8:29	1	1	0
8:31	0	0	0	8:30	0	1	0
8:32	0	0	0	8:32	0	0	0
8:34	1	1	0	8:33	1	3	0
8:36	1	1	0	8:35	3	4	0
8:38	1	1	0	8:37	1	1	0
8:39	0	0	0	8:38	0	0	0
8:41	0	0	0	8:40	2	3	0
8:42	2	2	0	8:42	0	0	0
8:44	0	0	0	8:43	3	4	0
8:46	0	0	0	8:44	4	1	0
8:47	0	0	0	8:45	0	0	0
8:49	2	2	0	8:47	1	1	0
8:51	0	0	0	8:49	3	3	0
8:53	3	3	0	8:50	3	4	0
8:55	1	1	0	8:52	0	0	0
8:56	1	1	0	8:54	4	5	0
8:58	0	0	0	8:56	1	1	0
				8:58	1	2	0
				8:59	1	1	0
Total	33	33	0	85	104	0	

16:00	0	0	0	16:00	0	0	0
16:01	1	1	0	16:01	1	2	0
16:04	2	2	0	16:03	3	2	1
16:05	1	1	0	16:05	2	4	0
16:07	0	0	0	16:06	2	2	0
16:09	2	2	0	16:08	2	5	0
16:10	0	0	0	16:10	1	1	0
16:12	0	0	0	16:13	0	0	0
16:14	2	2	0	16:14	2	2	0
16:15	0	0	0	16:16	1	1	0
16:17	0	0	0	16:18	2	3	0
16:18	1	1	0	16:20	1	1	0
16:20	2	2	0	16:21	2	3	0
16:22	0	0	0	16:23	4	4	0
16:23	1	1	0	16:25	1	1	0
16:25	1	1	0	16:26	1	1	0
16:27	2	3	0	16:28	0	0	0
16:29	0	0	0	16:30	1	2	0
16:30	1	1	0	16:31	2	3	0
16:32	0	0	0	16:33	1	1	0
16:34	1	1	0	16:35	1	1	0
16:36	0	0	0	16:37	2	2	0
16:38	0	0	0	16:38	1	1	0

16:39	0	0	0	16:40	0	0	0
16:41	0	0	0	16:42	1	1	0
16:42	2	2	0	16:43	3	3	0
16:44	0	0	0	16:45	2	2	0
16:46	0	0	0	16:47	2	2	0
16:48	1	1	0	16:49	0	0	0
16:49	0	0	0	16:51	0	0	0
16:51	1	1	0	16:52	0	1	0
16:52	0	0	0	16:54	0	0	0
16:53	1	1	0	16:56	2	3	0
16:55	1	1	0	16:57	1	1	0
16:56	0	0	0	16:59	1	1	0
16:58	0	0	0	17:01	1	2	0
17:00	0	0	0	17:03	2	2	0
17:02	0	0	0	17:04	1	1	0
17:03	1	1	0	17:06	1	1	0
17:05	0	0	0	17:08	0	0	0
17:07	0	0	0	17:10	1	2	0
17:08	0	0	0	17:11	2	2	0
17:10	0	0	0	17:13	0	0	0
17:12	1	1	0	17:15	0	0	0
17:13	1	1	0	17:16	1	1	0
17:15	0	0	0	17:18	1	2	0
17:17	2	2	0	17:20	1	1	0
17:18	1	1	0	17:21	1	1	0
17:20	1	1	0	17:23	2	2	0
17:22	0	0	0	17:25	1	1	0
17:24	2	2	0	17:26	1	1	0
17:25	0	0	0	17:28	0	0	0
17:27	1	1	0	17:30	1	1	0
17:29	1	1	0	17:31	4	4	0
17:30	0	0	0	17:33	5	6	0
17:32	0	0	0	17:35	1	1	0
17:34	0	0	0	17:37	1	1	0
17:36	0	0	0	17:38	0	1	0
17:37	0	0	0	17:40	0	0	0
17:39	1	1	0	17:42	2	2	0
17:41	2	2	0	17:44	1	1	0
17:42	0	0	0	17:46	1	1	0
17:44	1	1	0	17:47	1	1	0
17:46	1	1	0	17:49	0	0	0
17:47	0	0	0	17:50	1	1	0
17:49	1	1	0	17:52	0	0	0
17:51	0	0	0	17:54	1	1	0
17:53	2	2	0	17:56	0	0	0
17:54	0	0	0	17:57	0	0	0
17:56	0	0	0	17:59	1	1	0
17:58	1	1	0				
17:59	0	0	0				

Total

43      44      0

81      97      1

